The Bombay Gazette.

No. 6,922.—New Series. BOMBAY:—SATURDAY, APRIL 15, 1871. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
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LONG ADVERTISEMENTS.

First insertion	8 As. per line.
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-Ship ABYSSINIA, 1,129 Tons, 200 H. P., Commander A. Gray, will be despatched on the 25th April 1871, at noon.

	April.		May.
Leave BOMBAY	25	Leave Colombo	3
„ Carwar	27	„ Galle.....	4
„ Mangalore	28	„ Negapatam	7
„ Cannanore	29	„ Pondicherry	8
„ Tellicherry	29	„ Madras	9
„ Calicut	29	„ Coconada.....	11
„ Beypore	29	„ Visagapatam.....	12
„ Cochin	30	„ Bimlipatam	12
	May.	„ Gopaulpore.....	13
„ Tuticorin	2	„ False Point.....	14
		Arrive CALCUTTA	16

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the Steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

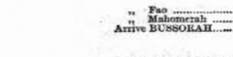
The Steam-ship ARABIA, 1,080 tons, 200 H.P., Commander W. B. Mathews, will be despatched on the 17th April 1871, at noon.

	Apr.		May.
Leaves BOMBAY.....	17	Leave BUSSORAH	9
„ Kurrachee	20	„ Mahomerah	5
„ Guadur.....	22	„ Fao	5
„ Muscat.....	24	„ Bushire.....	9
„ Bunder Abbas	26	„ Linga	9
„ Linga	28	„ Bunder Abbas	10
„ Bushire	30	„ Muscat.....	12
	May	„ Guadur	14
„ Fao	2	„ Kurrachee	17
„ Mahomerah.....	3		
Arrive BUSSORAH.....	3	Arrive BOMBAY	20

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

The Steam-ship KURRACHEE, 510 tons, 120 H.P., Commander A. Cottier, will be despatched on the 24th April, 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR MALABAR COAST to HAVRE.

THE first-class Ship CLE-MENTINE, 395 tons, Messac, Commander. For particulars regarding Freight apply to Messrs. ED. BAUDRY and Co.

FOR MALABAR COAST to BORDEAUX.

THE first-class Ship EUROPE, 406 tons, Duralles, Commander. For particulars regarding Freight apply to Messrs. ED. BAUDRY and Co.

BOMBAY to LIVERPOOL via SUEZ CANAL.

THE Splendid Clyde built Steam-ship ORCHIS, Captain M. Crawford, 1,138 tons net register, and 200 h.p., to sail about 25th instant, can take about 25 first-class passengers.

This fine Vessel, now on her first voyage, made the run from Suez to Bombay in thirteen days and a-half. She is of the highest class in Lloyds' Register, the Liverpool Underwriters' List, and Veritas.

Passage Money, Rs. 500

Apply to RENNIE, SCOVELL, & Co.

STEAM COMMUNICATION WITH ITALY, (VIA SUEZ CANAL).

THE ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co. have established a regular service between GENOA and BOMBAY, by a monthly line of Steamers (via the Suez Canal), leaving

GENOA	BOMBAY
on the 24th,	on the 1st
of each month,	

And calling at the following intermediate stations, viz :—

On the Outward voyage at Leghorn, Naples, Messina, Port Said, Suez, and Aden; on the Homeward voyage at the undermentioned ports.

PASSENGER RATES,

(Inclusive of all Transit Fees through the Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden.....	32	£25	.....	£4
„ Suez	36	.....	.....	8
„ Port Said.....	38	24	.....	9
„ Alexandria.....	39	28	.....	9-10
„ Messina	45	32	.....	12
„ Naples	47	33	.....	13
„ Leghorn	50	34	.....	14
„ Genoa	52	34	.....	14
Marseilles with transhipment at Genoa	52	35	.....	14-10

Including Wines at Table. Without Pool.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Independent of this (Indian) line, the Company run Mail Steamers, under contract with the Italian Government, on the 7th, 17th, and 27th of each month, from ALEXANDRIA to GENOA, touching likewise at Messini, Naples, and Leghorn.

Passengers by this Company's Steamers are allowed to break their voyage at any of the above named ports, and may resume it at pleasure by any of the Company's vessels.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the amount of Passage Money.

In accordance with the above, the undermentioned Steamers are fixed to leave Bombay as follows :—

INDIA, on MONDAY, 1st of May.

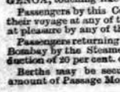
The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 10th February 1871.

FOR LONDON via HAVRE, WITH DESPATCH.



MESSRS. JOHN WILLIS and SON'S Magnificent Teak-built Ship THE TWEED, A 1 15 years, 1,745 tons, William Stuart, Commander.—For particulars regarding Freight or Passage apply to SIR CHARLES FORBES & Co., Agents.

Bombay, 8th March 1871.

NOTICE.—Consignees of CARGO per Ship HYDERABAD, Captain Holmswood, from Liverpool, are requested to despatch BOATS to take delivery of their respective GOODS, as they come to hand, otherwise they will be landed by the Captain at the RISK and EXPENSE of the concerned.

Captain Holmswood will not be responsible for the condition of any package after it leaves the ship's deck.

EWART, LATHAM, & Co.,

Agents for the Charterers of the Hyderabad.

Bombay, 6th April 1871.

GUNS, RIFLES, &c.

MR. W. W. GREENER, Birmingham, has consigned, for sale at English prices, to Messrs. GRINDLAY, GROOM, and Co., Bombay, the following GUNS and RIFLES, CARTRIDGES, &c., suitable for Indian Sport, and warrants the shooting of the Rifles to be accurate with a flat trajectory, and the Guns to shoot close and strong :—

1	Double Breech-loading Gun, No. 8,617 pin 12 bore, Case complete	.....	£27
1	Ditto	ditto No. 10,167 C. F.	ditto £25
1	Ditto	ditto No. 10,198 ditto	ditto £25
1	Ditto	ditto No. 9,215 ditto	ditto £25
1	Ditto	ditto No. 8,593 ditto	ditto £30
1	Double small bore Rifle, No. 9,449 for Boxer Cartridges (500), Case complete		£44-10
1	Ditto No. 9,430 for Snider Ammunition ditto		£28

A supply of Cartridge Cases, &c., suitable for the above on hand.

GRINDLAY, GROOM, & Co.

N.B.—A consignment of Sporting Guns and Henry Martinis is shortly expected.

SHIPPING.

OVERLAND FREIGHT ROUTE.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50; 2nd class £35 ..... } Exclusive of Wines.
To Suez—1st class £40; 2nd class £22 10s..... }

The s.s. NEERA will leave on or about the 30th May.

STEARNS, HOBART, & Co.

Bombay, 15th February 1871.

OVERLAND ROUTE.

On Saturday, the 15th April, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. SURAT, (2,578 tons, and 500 H.P.), Captain E. J. Baker, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows :—

To BRINDISI .....First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON. „ „ „ 650 „ „ 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 8th April 1871.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. TRAVANCORE, (1,900 tons, and 400 H.P., Captain C. R. Eastley, will be despatched for the above Ports on THURSDAY, the 27th April, leaving Mazagon at noon on that day, carrying H.M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 25th instant.

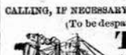
G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 13th April 1871.

FOR TRIESTE AND VENICE, VIA SUEZ CANAL,

CALLING, IF NECESSARY, AT BRINDISI, TO LAND PASSENGERS.

(To be despatched hence at end of May.)



THE new Steam-ship STRATHCLYDE, 1,400 nett registered tons, expressly built for the East India and China Trade. This fine Steamer has extensive first-class Passenger accommodation of an unusually superior description.

Rates of Passage are—

1st Class to Suez	£30
Brindisi	£40
Ditto Trieste and Venice...	£45

exclusive of Wines, &c., which, however, can be procured on board.

Further particulars will be advertised hereafter.

Application to be made to W. NICOL & Co., Agents.

Bombay, 6th April 1871.

SALES BY AUCTION.

CRAWFORD AND COMPANY.

3, Marine Street.

SALE OF VALUABLE LANDED PROPERTY AT SION.

THIS DAY SATURDAY, the 15th April, at 4 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms, by order of Eduljee Rustomjee Soonawalla, on account of Hormusjee Dhunjeebhoy Gheesta, the Mortgagor. All that piece of ground with the messuages and premises standing thereon, with the appurtenances situate in the Sion village in the subdistrict of Mazagon, on the east side of the Sion Road, containing 36,588 square yards or thereabouts, bounded on the south by the public road leading to the Sion Fort, on the north partly by the property of Bhoydass Sookedeo, and partly by the Sion Tank and the sea, on the east by the Sion Fort, and on the west partly by the said Sion Road, and partly by the said Sion Tank, assessed by the Collector of Land Revenue under Nos. 3 and 77, and by the Collector of Municipal Taxes under Nos. 2, 3, & 4.

AUCTION SALE of the Partnership, Property, and good-will of Messrs. Richardson and Robson, Byculla Iron Works, Byculla.

Opposite the Jewish Synagogue.

By virtue of an order of Her Majesty's High Court of Judicature at Bombay, Messrs CRAWFORD and Co. will sell by Public Auction, on the premises, on TUESDAY, the 25th day of May next, at 3 P.M., all the partnership, property, and good-will of the well-known business of Iron Founders, &c., for many years carried on by Messrs. Richardson and Robson, at the Byculla Iron Works, opposite to the Jewish Synagogue.

The property consists of—

1st—All the right, title, and interest of the said co-partnery of, in, and to a substantially built bungalow, built on the premises.

2nd—The lease of the premises, of which about 4 years are still unexpired, at a rent of Rs. 175 per month.

3rd—The good-will of the business as carried on upon the said premises.

And 4th.—The following plant, gear, and machinery and other property.

MACHINE-ROOM.

1 Ten-horse vertical engine and boiler.
1 Eighteen-inch screw-cutting lathe, by Shanks, 23 feet bed, gap takes in 6 feet diameter.
1 Fourteen-inch screw-cutting and surfacing ditto, 20 feet bed.
1 Fourteen-inch ditto ditto, by Brookes, 12 feet bed.
1 Twelve-inch gap ditto, 12 feet bed.
1 Eleven-inch ditto, unfinished.
1 Planing machine, planes 12 feet by 3 feet by 3 feet.
2 Vertical drilling machines.
2 Pair plate bending machines.
2 Punching machines.
2 Grind-stones and troughs.
A quantity of boiler smiths' tools.

FITTING DEPARTMENT.

12 Vices.
A complete lot of fitters' tools, comprising hammers, chisels, files, &c.
A complete set of Whitworth's stocks and dies, from 2 inches downwards.
One set ditto, gas thread, from 1½ inch downwards.

SMITHY.

One steam hammer, Rigby's patent.
20 forges.
Tools, swages, Fullers' chisels, tongs, &c.

FOUNDRY.

Two cupolas, wrought iron.
Two drying stoves.
One pair 35 feet shear legs.
One 14 ton over-head crane.
One jib crane.
A complete set of ladles, flasks, &c.
A quantity of moulding sand.

PATTERN SHOP.

The finest collection of patterns in Bombay.
One wood-turning lathe, complete, and tools.

STABLES.

A chestnut stud-bred Horse, and a self-driving Phaeton.

STORES AND STOCK.

Comprise—Chains, pumps, two verticle 6-horse boilers, with brass tubes, 2 steam pumps complete, 2 ditto incomplete, screw jacks, malleable-iron piping, from 3 inches downwards, punching bears, vulcanised Indiarubber sheets, oil tank and stand, rivets, bolts, &c., bar and plate iron, a variety of casting for railing &c., a first-class 6 ton jib crane, new Indian railway guage, lot of 2-inch brass tubes, a lot of 3-inch iron tubes for boilers, a quantity of cast and blister iron.

CRAWFORD & Co.

Bombay, 15th April, 1871.

BENNETT AND COMPANY.

No. 5, Forbes Street.

WEEKLY SALE.

THIS DAY SATURDAY, the 15th instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of Grey and Coloured Piece Goods, T. Cloths, &c., &c.

11 Cases Linen Drills	
2 ditto Indian Book Muslins	
2 Bales Grey Shirtings, 58 inches	
1 ditto ditto 62½ ditto	
4 ditto Grey Tanjibs 39 ditto 2¼ lbs	
5 ditto Grey T Cloths 32 ditto 7 lbs	
1 Case White Cambric 47 ditto	
3 ditto Orange Calicos 24 ditto 28 yards	

At 1 P.M.

One Bay Arab Horse, 15 hands, quiet to ride and carries a Lady.
One Chestnut ditto ditto 14-2, quiet to ride, a broken Charger and carries a Lady
One Grey Arab Pony, 13-2, quiet to ride and drive and carries a Lady
One French Velocipide with all the latest improvements (not quite new).

AUCTION SALE OF OFFICE FURNITURE.

THIS DAY, SATURDAY, the 15th instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his Residence, at the abovementioned place, the remaining very valuable and costly Household Furniture, Piano, Carriages, Horses, &c., the property of F. F. Liddersdale, Esq., proceeding to England. The same comprises an Oakwood Case containing a set of best Cutlery for 18 persons by Elkington, linen, &c., bronze Single and Double light Argand Lamps, magnificent Japanese Vases, first-rate Chromo-lithographs and Engravings in Gilt and Maple frames, a first-class full sized Slate Billiard Table by Thurston, a bronze 8-light Billiard Lamp by do., Book Cases, China Earthenware, Bathing Tubs, Dispense Articles, Cooking Utensils, an English Iron Stove with cooking apparatus, a first-rate Washing Machine by Summer Scales and Sons, a first-rate large Binocular Microscope in case by Baker, a stereoscopic Camera by Ross with photographic chemic-ls, a large collection of rare Orchids, Ferns, Caladiums and other Plants, collected from various countries, Bronze Garden Seats, Chairs and Flower Pot Stands, English Garden Tubs, ditto Iron Railings with Gates, Garden Engines, &c., &c.

Catalogues are published, and the property is on view.

Bombay, 13th April 1871. BENNETT & Co.

BREAKFAST.

EPPS'S COCOA.

GRATEFUL AND COMFORTING.

The "Civil Service Gazette" remarks :—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills.

Made simply with boiling water or milk. Sold only in tin-lined packets, or in tins, labelled—

JAMES EPPS & Co.,

HOMŒOPATHIC CHEMISTS, LONDON.

* * J. E. & Co. also prepare the above with condensed milk, in soldered tins for export, labelled "Epps's Milky Cocoa."

NEW ADVERTISEMENTS.

Now Ready,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4
"Bombay Gazette" Office, Meadow Street, Fort.

Now Ready,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains :—

A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1862.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1862 and 1859 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 4
"Bombay Gazette" Office, Medow Street, Fort.

GRANT ROAD THEATRE.

LAST NIGHT OF KHODABUX.

LAUGHING LENGTHENS LIFE.

TO-NIGHT, SATURDAY, 15TH APRIL 1871, THE ZOROASTRIAN THEATRICAL COMPANY WILL APPEAR

FOR THE TENTH TIME THIS SEASON.

UNPRECEDENTED SUCCESS OF THE "LUNGS-CRACKING" COMEDY OF KHODABUX.

Handbills, containing a synopsis of the Plot in English of Khodabux, will be distributed among the Audience.

☞ Reserved Seats secured, and Tickets had, at the ORIENTAL EXCHANGE, Fort, and at the CHABOOK PRESS, Dhobe Talao.

BYCULLA CLUB.—The HON'BLE W. H. SEWARD having ACCEPTED an INVITATION to DINE with the MEMBERS of the BYCULLA CLUB on THURSDAY, the 20th of April, any Members who may be desirous of being present at the Dinner are requested to send in their names to the Honorary Secretary at the Club on or before TUESDAY next.

Byculla Club, 14th April 1871.

THE MANOCKJEE PETIT'S SPINNING and WEAVING COMPANY.—NOTICE.—The TRANSFER BOOKS of the above COMPANY will be CLOSED from 14th to 30th instant, both days inclusive.

By Order of the Board of Directors,
R. RUSTOMJEE R. WADIA, Secretary.

Bombay, 13th April 1871.

ORIENTAL SPINNING AND WEAVING COMPANY.—NOTICE is hereby given, that the ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD, at the Registered Office of the Company, No. 26, Medow Street, Fort, on MONDAY, the 1st May 1871, at half-past 3 o'clock P.M., for the following business :—

1st.—To receive the Directors' Report and Accounts of the Company, for the year ending 31st December 1870.

2nd.—To elect Directors in place of those retiring by rotation.

3rd.—To declare a Dividend.

4th.—To appoint Auditors for the current year, and to fix their remuneration.

After which the Meeting will be made Special, for the purpose of considering and adopting the following Resolution, which will be submitted to the Shareholders :—

"That out of the net profits of the Company for the year 1870, a sum of Rs. ..... be set apart and appropriated towards the formation of a Working Capital Fund; and that the Directors be at liberty to set apart and appropriate for the like purpose, out of any future annual profits of the Company, such sum as the same may accrue, such a further sum, or further sums (not exceeding 15 per cent. of such profits), as they may think fit, previous to the declaration of any Dividend or Dividends (proviso nevertheless that such Working Capital shall at no one time exceed in amount the sum of Rs. 3,00,000), and the monies so set apart and formed such Working Capital fund, shall be from time to time available for such ordinary or extraordinary expenses, attending the working and maintaining of the Company's Mills as the Directors may in their discretion deem expedient.

By order of the Board of Directors,
HOMEJEE DINSHAW JILA, Secretary.

Bombay, 14th April 1871.

MESSRS. CRAWFORD & Co. will submit to PUBLIC AUCTION, on the premises, by order of the Executor of the Will of the late SAMUEL LAWFORD ACLAND, Esq., deceased, (subject to Conditions of Sale which will be produced and read at the time of sale) on WEDNESDAY, the 26th day of April 1871, at four o'clock in the afternoon, all those pieces or parcels of LAND or GROUND, situate or known by the name of WARUS GUNESHWADY and RATHERCHA DOONGER, otherwise Flag Staff Hill, situate at Worlee, in the Island of Bombay, and subject of Mazagon, containing 79,830 square yards, more or less, and bounded as follows, that is to say, on the east side thereof by the govun or road leading to Worlee Fort and Colwady, on the west thereof by the sea shore, on the north side thereof partly by ground belonging to a mosque and partly by land belonging to Moroba Baboojee and partly by ground belonging to Wurjeevundass and Nurrondass and Mass Madowdass, and on the south partly by the property of Wurjeevundass Madowdass, partly by a hill or hilly ground called Gopeechan, and partly by a messuage on which said premises are and have for some time past been unoccupied.

NOTICE is hereby given that SHREEDHUR BALKRISTNA has contracted to MORTGAGE to the undersigned, all those two pieces or parcels of LAND or SALT PANS GROUNDS, with the Messuage and Premises standing thereon, situate at Teemuna, in Salsette, in Tanna Zilla, in the district and sub-district of Tanna, one piece is known by the name of Augoorlee Augar, and the other by the name of Khoosh Agar, and the same are bounded as follows, that is to say on the east by the sea, on the west by the Nuwkhar, on the north by sea, and on the south by the said Khoosh Agar, and the other is bounded as follows, on the east by the sea, on the west by the ——, on the north by the Nuwkhal, and on the south by sea, and the same were formerly in the occupation of the said Shreedhur Balcristna, and are now in the occupation of Memon Ally Jukulda, as his tenant for the current year only. All persons having any claim, demand, or interest, either by way of mortgage, inherit ance, lease, agreement in the nature of a lease, in trust for or otherwise, are required to make the same known by notice, through any Attorney-at-Law, to H. E. Hope, Esquire, Solicitor to the undersigned, at his Office in Forbes Street, No. 11, in the Fort, within 14 days from the date hereof, such claim being in default of Shaik Mahomed Abdool Latiff by way of mortgage, after which time the mortgage will be completed without reference to any claim.—Dated this 12th day of April 1871.

JUGJEEWANDASS NANABHAI.

BOMBAY NATIVE GENERAL LIBRARY.—The TWENTY-FIFTH ANNUAL MEETING of this Institution will be held in the Hall of the FRAMJEE COWASJEE INSTITUTE on SATURDAY, the 22nd April 1871, at 6 P.M., to receive the Managing Committee's Report for the year 1870 and such other business as may be placed before the Meeting.

The attendance of Donors, Members, and Subscribers is requested on the occasion.

EIN DEUTSCH EV. GOTTESDIENST wird JEDEN SONNTAG ABEND um 5 UHR in der KIRCHE der CHURCH MISSIONARY SOCIETY, GIRGAUM, nahe der Grant Road Railway Station, GEHALTEN WERDEN.

NOTICE.—Consignees of GOODS per Steamer BERAR, Lunham, Commander, from London, are requested to SEND DELIVERY ORDERS, accompanied by Bills of Lading, to us for Countersignature, and to take delivery of their Goods from Fort Custom House Bunder.

RITCHIE, STEUART, & Co., Agents, Steamer Berar.

Bombay, 13th April 1871.

HOUSES, &c., TO LET.

TO LET, the HOUSE lately OCCUPIED by Mr. ABRAHAM in Rampart Row, Apply to REMINGTON & Co.

TO LET, ROOMS on 1st and 2nd Flour Block No. 2, and on the 1st Floor Block No. 4, Elphinstone Circle, suitable for Offices.—Apply to REMINGTON & Co.

TO BE LET (Furnished), for six months or longer, "BELLE-VUE," Cumballa Hill, the residence of J. Campbell, Esq., commanding one of the finest views in Bombay. The Bungalow is in thoroughly good repair, commodious, and well furnished. Rent Rs. 200 a month. Apply at the BUNGALOW, or J. GRIFFITHS, Esq., School of Art, Esplanade.

TO BE LET, Commodious OFFICE PREMISES in Elphinstone Circle, and GODOWNS well adapted for Shops. Goods stored on these Premises can be insured against Fire at a little more than half the usual rate. For Rent and other particulars apply to RITCHIE, STEUART, & Co.

Bombay, 10th March 1871.

TO LET, the FIRST STOREY of a HOUSE in No. 3, Meadow Street, formerly occupied by Mrs. Heard. Milliner, fit for Residence or Offices. Rent and particulars apply to M. B. COHEN & Co.,

Landing, Shipping, Forwarding, and General Commission Agents.

Apollo House.

HENDERSON'S PATENT DIAGONAL KNIFE for COTTON GINS.—The MOFUSSIL COMPANY (Limited) have been appointed SOLE AGENTS in INDIA, and any information regarding the Patent can be received from JAMES MELVILLE, the General Manager in Bombay, who is authorised to register Orders.

W. L. HENDERSON, Patentee.

MESSRS. WM. WATSON & Co., CUSTOM HOUSE AGENTS, undertake to Land, Pass through the Custom House, and Forward Goods, Packages, &c., to their destination, and ship Packages, &c., for England or elsewhere with the greatest promptitude and despatch.

Messrs. W. W. & Co. are also conducting a General Agency Business, in all its different departments.

Goods Stores, &c., of every description, obtainable in Bombay, supplied to up-country Messes, Residents, Families, Contractors, and others. Machinery, Agricultural Implements, &c., &c., imported through their English Correspondents at the request of Constituents.

Passages secured in, and all information furnished regarding, the various Steamers now trading with this Port.

23, Apollo Street, Bombay.

ON COMMISSION SALE.—HORSES and CARRIAGES.—Terms per day: Charge, Horse Rs. 1. Commission charged on Carriages 5 per cent. No rent charged for standing. Job Horses and Carriages To LET for any period.

BIEBS & Co., Girgaum.

NOTICES.

GREAT INDIAN PENINSULA RAILWAY.

The G. I. P. Railway Company requires the services of TWO QUALIFIED SURGEONS to take Medical Charge of up country districts.

For further particulars apply at the office of the undersigned.

H. P. LEMESURIER, Agent.

Company's Offices, Elphinstone Circle, Bombay, 22nd March 1871.

THE ELPHINSTONE LANDING AND GLOBE EXPRESS COMPANY (Forwarding Agents to the P. & O. Co.) LAND CARGOES with despatch at MODERATE RATES.

Bond or deliver Goods as required.

Despatch Packages to any part of the world. For particulars apply to F. MOOLJEE & Co.,

Opposite the New Bank of Bombay.

B. I. S. N. COMPANY (LIMITED).

TENDERS are invited for the SUPPLY of MARINE ENGINEERS' and CABIN STORES for the Company's Steamers for the year, commencing from date of acceptance of Tenders, and will be received at the Office of the undersigned up to noon on the 17th April 1871.

All Stores are to be delivered at the Company's Dockyard at Mazagon free of charge, in such quantities as may be required from time to time.

Parties whose Tenders are accepted will be required to enter into a contract and to deposit security for the due fulfilment of the same.

Forms of Tenders an l further information may be obtained on application to the Storekeeper, at the Company's Dockyard, Mazagon.

The Agents do not bind themselves to accept the lowest or any tender.

W. NICOL & Co., Agents.

Bombay, 29th March 1871.

LETTERS of ADMINISTRATION, with the Will annexed, to the ESTATE of CHARLES HENRY DELAMAIN, late of Dinan, in the Empire of France, a Colonel in Her Majesty's Army, and a Companion of the Most Honourable Military Order of the Bath, deceased, who died at Dinan, in the Empire of France, on or about the 19th day of June 1870, having been granted by the High Court of Bombay to GILBERT MACLEOD STEWART, of Bombay, Merchant, NOTICE is hereby given, that all Creditors of the said CHARLES HENRY DELAMAIN are required to send their Claims upon his Estate to the said Administrator, at the Office of Remington & Co., Elphinstone Circle, Bombay, before the 30th April 1871 next, and that the Administrator will after the date proceed to distribute the Estate of the said CHARLES HENRY DELAMAIN, without reference to Claims of which he shall not have notice.—Dated this 30th day of March 1871.

REMINGTON & Co.

NOTICE is hereby given, that the PARTNERSHIP formerly subsisting between NOBLE CARR RICHARDSON and EDWARD ROBSON was DISSOLVED on the 17th day of October 1870, by the Bankruptcy of the said Noble Carr Richardson, and that by an Order of the High Court of Bombay, dated the 20th day of March 1871, made in a Suit wherein the said Edward Robson was Plaintiff and the said Noble Carr Richardson and others were Defendants, the said Edward Robson was appointed Receiver of the Effects and Assets of the said Partnership with power to carry on and conduct the business thereof, so far as he might deem sufficient for the beneficial winding up of the same.

All persons indebted to the said Partnership, or having property thereof in their hands, are hereby required to pay or account for the same to the said Edward Robson as such Receiver as aforesaid, who is alone authorised to give a discharge for the same.

ACLAND, PRENTIS, and BISHOP, Solicitors for the Receiver.

Bombay, 10th April 1871.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matters of the INDIAN COMPANIES' ACT 1866, and of the KATTAWAR TRADING COMPANY, Limited.

NOTICE is hereby given, that by an Order, dated the 11th day of April 1871, made by the Honourable Mr. Justice BAYLEY, it was ordered that MICHAEL ROONAN, the Liquidator of the said Company, BE AT LIBERTY to RESIGN the OFFICE of LIQUIDATOR of the said Company, unless good and sufficient cause to the contrary be shown, in the Chambers of the Sitting Judge, on TUESDAY the 25th day of April, instant, at 10½ A.M. And it was further ordered, that if the resignation of the said Michael Roonan be accepted, that the Sitting Judge will, at the same time and place, proceed to appoint an Official Liquidator in the place and stead of the said Michael Roonan.—Dated this 11th day of April 1871.

KEIR, PRESCOT, & WINTER, Attorneys for the Official Liquidator.

TO CONTRACTORS and BUILDERS.—The undersigned are prepared to SAW TIMBER by STEAM MACHINERY for persons desirous of converting their own logs. For particulars as to price of Sawing apply to Mr. A. MCKENZIE, at the Saw Mill, Tank Bunder.

5th April 1871. W. NICOL & Co.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.

22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottom of steam vessels, and every description of engineering plant for the repairs of steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will be executed with prompt execution and be carried out in a manner which they trust will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which they may meet with attention :—

Corrugated Iron at Rs. 10 per cwt.	
Peacock's and McInnes's Anti-fouling Composition	
McDougall's Disinfecting Powder.	
Taps and Dies (Whitworth's) complete in cases.	
Low Moor Iron Bars, Plates and Rivets.	
Best Yorkshire Grime in barrels at Rs. 24 a barrel.	
Copper and Brass Pipes of sizes.	
Roman Cement in Casks.	Fire Engines complete.
Corrugated Hoop Iron.	Patent Water Closets.
Anchors.	Traversing Screw Jacks.
Smiths' English Bellows.	Corrugated Iron.
Canvas.	Belting of sizes.
Boilers, Skins.	Clear Cloth.
Bundling Twine.	Paper for Mill use.
Portland Cement.	Iron Tanks of sizes.
Paint Oil, of various sorts.	Fire Bricks.
Wire Netting.	Perforated Zinc Sheets.

N.B.—The Trade supplied at moderate rates.

BULL AND COMPANY.

G

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

MARKET firm.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value per sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs. p. a.			
100,000	100	all	8 p.ct.	Agra Bank	85
22,000	1,000	all	5 p.ct.	Bank of Bengal	1,275
10,000	500	all	5 p.ct.	Ditto of Bombay New	625
10,000	500	100	5 do.	Ditto 2nd Res. Issue	171½
5,250	1,000	all	7 p.ct.	Ditto of Madras	1,380
25,000	250	all	9 p.ct.	Chartered Mercantile Bk. of L. L. & China	250 par.
0,000	275	all	12 p.ct.	Hong. & Shanghai Bank	360 nl.
40,000	100	all	nil	Chartered Bk. of I. & C.	150
31,098	250	125	5 p.ct.	National Bank of India	103
19,200	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	2,000	all	Rs 70	Colaba Land Co	1,675
6,000	150	all		Freez Land & Firr Co. Ld	162
756	2,000	2,00	Nil	Mazagon Land	1,075
4,000	4,000	1,40	Nil	Port Canning	315

RAILWAY COMPANIES.

...	£20	18.3.0	p. c.	G. I. P. Railway Consolidated Stock	240
...	£20	109.1.5	do.	Do. New £20 shares	126
...	£20	43.10.2	do.	Do.	
...	£100	1,000	do.	B. B. & C. I. Railway Co	1,100
...	£10	191.5.1	do.	Do. New Shares	200

SPINNING AND WEAVING COMPANIES

400	2,000	1,700	50	Albert Mills Co	1,450
500	2,500	all	200	Alliance Spinning	2,580
100	5,000	all	...	Bombay	5,000 div
300	1,000	all	45	Bombay United	925 ex-
1400	150	150	...	Broach Mills	285
800	5,000	all	...	Dhurumsey Spinning	2,465
750	2,000	all	75 p.c.	Great Eastern	2,000
2,500	1,000	all	140 p.c.	Manockji Petit's	1,155
800	2,000	all	80 p.c.	Oriental	2,670
690	2,500	2,400		Royal	2,100

*Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	225 p.c.	Akbar Cotton Press Co	2,275
200	2,000	1,100	75 do.	Albert Co. Kurrachee	775
250	3,500	850	Nil.	Alexandra Press Co	450
1500	2,000	(1,000	200 do.	Apollo Press Co	7,200
200	2,000	11	265 do.	Bombay Press Co	2,270
200	500	all	95 do.	Do. New	583
800	1,800	all	150 do.	Colaba Press Co	5,600
350	4,000	all	...	East India Press Co	5,500
190	2,500	all	300	Fort Press Co	2,900
201	1,000	1,000	...	Framji Cowasji Press	1,000
700	5,000	all	Nil.	Hydraulic Press Co	2,500
2,250	5,000	1,500	75 p.c.	Imperial Press Co	1,250
300	1,000	2,000	100 p.c.	Kurrachee Press Co	875
2,000	400	350	35 p.c.	Mofus. Press & G. Co	460
120	1,500	all	300	Prince of Wales Press	2,350
225	2,000	750	Nil.	Victoria Press, Madras	950
150	2,000	all	Nil.	Timmerdy Press Co	1,900
400	1,500	...	...	Carwar Company	700

MISCELLANEOUS.

...	2,500	1,500	75 p.c.	Bombay Burmah Trading Corporation	800
1,000	50	all	5 p.c.	Mechanics' Press Co	30
500	2,000	360	21 p.c.	Kurrachee Landing and Shipping Company	170
2,000	50	all	25 p.c.	Treacher & Co	400

BANKS IN LIQUIDATION.

	Date of L'dation.			
500	75	Jan. '66	Bank of Bombay	29
50	12½	Do. China		1
250	...	Mar. '66	Central Bank	1
...	...		East India Bank	1
200	13	Feb. '67	Indian Peninsula	
200	62½	May '7	Royal Bank	

COMPANIES IN LIQUIDATION.

...	5,200	2,375	Nov. '66	Back Bay Co.
...	3,500	2,440	...	B'bay & Bengal S. S.	75 10

EXCHANGE.

On	Terms.	State
London	At sight	1s. 10d.
London Banks	6 months' sight	1s. 10d.
Do. Credits	6 Do.	do. 1s. 11d.
Do. Documents	6 Do.	do. 1s. 11d.
Calcutta	At sight	Par
Do.	30 days' sight	99½
Do.	60 days' sight	99½
Madras	At sight	Par
Do.	30 days' sight	99½
China	30 Do. Do.	226

PRICES OF BULLION, &c.

Sovereigns, each	Rs.	13-8
Bank of England Notes	,,	10-1
Carolas	,,	220
Mexican Dollars	,,	220
Five-Franc Pieces	,,	203
Bar Silver	,,	106-1
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	196

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	114
Five per cent	106½
Four per cent	98½
Four & half per cent. (Public Works Loan)	106½
Five per cent Debenture Loan 1866-67	103
15 years' Debenture Loans	108½
10 years' do. do.	106
5 years' do. do.	103½
Six per cent. Municipal Loan House Rate	113
Do. Do. Market Rate	113

CALCUTTA.—10TH APRIL, 1871.

The market for Government Securities, after the Holidays, opened rather heavily; in the forenoon, there were many sellers; but towards the afternoon, a slight re-action took place and purchases were effected at one and two annas better, closing with buyers for the 4's and 5½ per cents. The following transactions were reported:—

4 per cents, at Rs 98-8 to 98-10, or 1-8 to 1-6 discount, and small pieces, at 3 to 4 annas higher.

4½ per cents, at Rs 106-12, and small pieces at Rs 107.

5½ per cents, at Rs 113-8 to 113-10.

15 years' Debentures, at Rs 109-12.

6 per cent Municipal Debentures of 1867, at Rs 111-12.

In shares, the following transactions were reported—

Bank of Bengal shares, several lots, at Rs 1,400.

National Bank shares two heavy batches at Rs 105.

Bank of Upper India, fully paid-up shares, at Rs. 122.

East Indian Railway Stock, at Rs. 348 per £20.

Oudh and Rohilcund Railway Stock, £100, at Rs. 110 per £10.

Eastern Bengal Indigo Co.'s shares, a large number, on Thursday last, at Rs 50.

Bishnauth Tea Co.'s contributory shares at 5 discount, or Rs 45.

Dehing Tea Co's shares at Rs 57 to 55 discount, or Rs 28 to 30, and more wanted.

Upper Assam Tea Co.'s shares, at Rs 25.

Victoria Tea Co's shares were enquired after, and a few bought up at Rs 15 to 17½; at the closing hour a sale was announced at Rs 22.

—*Englishman.*

MILITARY.

ARRIVALS.—APRIL 14.

Heffernan, Assistant Surgeon, 25th Regiment N. L. I., on leave, from Dhoolia.

Beville, Captain, 25th Regiment N. L. I., on leave, from Dhoolia.

Laing, Lieutenant-Colonel, Bengal Staff Corps, to appear before a medical board, from Rawul Pindee.

Walford, Captain, 20th Hussars, to appear before a medical board, from Umballa.

DEPARTURES.—APRIL 14.

Leggatt, Assistant Surgeon, 25th Regiment N. L. I., from leave, to Sholapore.

Beville, Captain, 25th Regiment N. L. I., on leave, to Rewa Kanta.

The following officers will leave to-day for England:—

Grace, Captain, Staff Corps, on sick leave.

Playfair, Major, Royal Artillery, on sick leave.

Aitken, Lieutenant-Colonel, Bengal Staff Corps, on sick leave.

Masters, Veterinary Surgeon, Royal Horse Artillery, on sick leave.

Anderson, (Hon.,) Assistant Surgeon, J. J. Hospital, on sick leave.

Campbell, Captain, 79th Regiment, on sick leave.

Davidson, Lieutenant-Colonel, Staff Corps, on sick leave.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, April 12.)

Mr. George Gay Parker, District Superintendent of Police, Allahabad, fourteen days' preparatory leave to enable him to proceed to the port of embarkation.

Mr. Percy Wigram, officiating Magistrate and Collector of Bustee, one month's privilege leave, from 15th April, 1871.

Mr. Frederick Salmon Growse, Assistant Collector and Magistrate, Mutira, three months' privilege leave, from 20th April.

The leave of absence for six months, on private affairs, granted to Mr. Samuel Etheridge Marston, Headmaster, Agra College, in Notification, dated 27th February, 1871, is cancelled.

The three months' privilege leave granted to Mr. Edward White, Assistant Magistrate and Collector, Bareilly, in Notification, dated 17th February, 1871, is hereby cancelled.

Assistant Surgeon Robert Jameson, officiating Civil Surgeon of Azimgurh, to be Superintendent of the Allahabad Central Prison, vice Assistant Surgeon J. G. Pilcher.

Mr. John Quinn, Assistant Magistrate of Benares, to hold charge of the office of Cantonment Magistrate of Benares, as a temporary arrangement, with effect from the 27th March, 1871.

Mr. Robert Sunnaton, Assistant Magistrate and Collector, Banda, to officiate as Magistrate and Collector, during the absence on leave of Mr. Wigram, or until further orders.

Sub-Assistant Surgeon P. A. Minas, whose services have been placed at the disposal of this Government, to the charge of the Dispensary at Moozuffernuggur.

Captain Charles Richard Mathews, Assistant Commissioner, Jhansie Division, to officiate as Assistant Commissioner of Nynee Tal, as a temporary arrangement.

Mr. George Emanuel Low, Assistant Magistrate and Collector, Etawah, to officiate as Magistrate and Collector of that District during the absence on leave of Mr. Charles William Moore, or until further orders.

Assistant Surgeon Jesse Griggs Pilcher, Superintendent of the Allahabad Central Prison, in the same capacity to Agra.

Mr. Joseph Smith, officiating Joint Magistrate and Deputy Collector, 1st grade, from Shahjehanpore to Ghazeepore.

Privilege leave of absence for 3 months' is granted to Lieutenant T. Gracey, R E, Executive Engineer, 4th grade, Agra District, Rajpootana State Railway, from the 1st June, 1871 or other date.

SHIPPING.

DAILY FREIGHT REPORT—14TH APRIL.

London	Cotton	£3	0s. 0d. p. ton.
	Cases	£3	0s. 0d. ,,
	Seeds	£2	5s. 0d to £2 10s. 0d. ,,
Liverpool	Iron Ships Cotton	£2	10s. 0d. to £2 12s. 6d. ,,
	Wooden Ships ,,	£2	8s. 9d. ,,
	Myrabolns & Coir bills	£1	5s. 0d. ,,
	Seeds	£1	10s. 0d. ,,
Harve	Cotton	£3	0s. 0d.
	Coffee		
Overland	Steamers	£4	0s. 0d.
Liverpool via Suez Canal		£3	5s. 0d. to £3 7s. 6d.
China	Steamer Cotton	Rs. 10 per bale.	
	Opium	Rs. 25 to 30 per chest	
	Sailing Ships	Rs. 8 per bale	
Calcutta	Salt	Rs. 2 0 0 to 3 0 0 per ton	
Calcutta to Bombay		Rs. 16 and Calcutta Port charges	
Mauritius		8 annas to 10 p. bag nominal.	

ARRIVAL.

April	Vessel.	Commander.	From
14	Phlox (s)	Baker	Goa, April 12.

DEPARTURE.

April	Vessel.	Commander.	Destination.
14	Princess Dagmar	Lewis	New York via Alleppy.

The following vessels obtained their port clearances yesterday—

Ship Blackwater, Morris, to Callao.

Ship Norwood, Turner, to Falmouth.

Ship Tethys, Evans, to Liverpool.

Ship Eddystone, Wood, to Cochin.

The following vessels began to load yesterday—

Steamer Phlox, to Coast and Goa.

Ship Europe, to Bordeaux.

Ship Faze Allum, to Malabar Coast.

THE HOOGHLY.

ARRIVALS.

April
11 Athol (s) ..... Asplet ..... London, Feb. 16.
Strathblane ..... Poe ..... Liverpool, Jan. 4.
City of Ningpo ..... Hunter ..... Glasgow, Jan 2.
Canute ..... Quinn ..... Liverpool, Dec. 10.

MADRAS.

ARRIVALS.

April
11 Mrinam (F S) .... Calcutta.
Sattara (s) .... Bombay.
Scotland (s) .... Calcutta.
Red Riding Hood (s) .... Port Natal.

DEPARTURE.

April
11 Meinam (F S) .... Galle.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON.

1745 The Tweed, Stuart—Sir C. Forbes & Co.

FOR HAVRE AND LONDON.

1339 Hyderabad, Holmewood—W. Nicol & Co.
1302 Varuna, Clare—W. Nicol & Co.

FOR LIVERPOOL.

1080 Americana, France—Cowasjee M. Dubash.
955 Andaman, Collin—Lyon & Co.
993 Antrim, O'Neill—H. B. Touche & Co.
1181 Ashgrove, Fullerton—M. Nusserwanjee.
1337 Baron Macaulay, Cunningham—Lawrence & Co.
1027 Bonnie Dundee, Connor—H. B. Touche & Co.
2089 Calcutta, Maxwell—Wallace & Co.
1264 Challenge, Craigie—W. Nicol & Co.
1594 Euxine, Harrington—E. Bates & Co.
1165 Gatineau, Cumming—Lawrence & Co.
1299 Hannah Law, Dawson—Stenhouse & Co.
1118 Helen Scott, Gribble—Coupland & Co.
1495 Jeypoor, McMillan—W. Nicol & Co.
1279 Kirkwood, Nobbs—Wallace & Co.
1237 Macedon, Jones—Stenhouse & Co.
1180 Oberon, Towill—W. Nicol & Co.
1184 Ophelia, Strickland—W. Nicol & Co.
1166 Rialto, Babot—Ritchie, Steuart & Co.
1191 Robert Kerr, Hunter—Lawrence & Co.
1152 Romania, Thomas—Remie, Scovell & Co.
1033 Sam Mendel, Murdoch—Scott & Willcox.
1278 Tennyson, Hawkins—M. Nesserwanjee & Co.
1219 Tethys, Evans—E. Bates & Co.
1193 Thunderbolt, Goldsworthy—Scott & Wilcox.
1225 Western Belle, Smith—M. Nesserwanjee & Co.
1393 William Fairbairn, Elder—E. Bates & Co.

FOR HAVRE.

987 Red Cross, Young—Ritchie, Steuart & Co.

FOR CALCUTTA.

1393 British Commodore, Quine—Ritchie, Steuart & Co.
990 City of Brussels, Campbell—W. Nicol & Co.
1173 Evelyn, Boag—Volkart Brothers.
1164 Robinson Crusoe, McLeod—Finlay, Scott & Co.

FOR FALMOUTH FOR ORDERS.

938 Barham, Phillips—Volkart Brothers.
497 Esk, Evans—Lawrence & Co.
838 Lepanto, Candy—Sir Charles Forbes & Co.
786 Norwood, Turner—W. Nicol & Co.

FOR HONGKONG.

550 Constance, Schroot.
377 New Margaret, Wright—Blay & Mackintosh.
625 Night Hawk, Spence.

FOR BREMEN.

980 Baringa, Williams—Rennie, Scovell & Co.
982 Princess Somawutty, Bake—Sir C. Forbes & Co.

FOR HULL.

1148 White Jacket, Johnson—Nanabhoy and Sorabjee.

FOR COLOMBO.

372 Derwent, Dunn—W. Nicol & Co.
442 May Queen, Rose—W. Nicol & Co.

FOR TELLICHERRY TO BORDEAUX.

322 Hopeful, Stephenson—Ewart, Latham & Co.

FOR COCHIN.

348 Eddystone, Wood.

FOR CALLAO.

776 Blackwater, Lewis—Owen & Okell.

FOR MALABAR COAST TO BORDEAUX.

395 Clementine, Misane—Edward Baudry & Co.
406 Europe, Duballes—Edward Baudry & Co.

FOR ANTWERP.

482 Caldew, Clarkson—Volkart Brothers.

NOT FIXED.

WOODEN SHIPS.

819 Donna Maria, Meekle—Volkart Brothers.
725 Nimrod, Pearse—Blay & Mackintosh.

IRON SHIPS.

1190 City of Seringapatam, Murray—Stenhouse & Co.
1317 Orifiamme, Hughes—E. Bates & Co.
1389 Sydney Dacres, Mosey—E. Bates & Co.

STEAMERS.

OVERLAND ROUTE.

1834 Deccan (s), Rennoldson—Mails 22nd April.
1909 Golconda (s), Coleman—Mails 29th April.
2578 Surat (s)—Mails 15th April.

FOR LIVERPOOL VIA SUEZ CANAL.

1150 Cartago Nova (s), Reed.
1138 Orchis (s), Crawford—Rennie, Scovell & Co.

FOR TRIESTE.

1008 Berar (s), Lunham—Ritchie, Steuart & Co.

FOR BREMEN.

697 Corinna (s), Dryden—Volkart Brothers.

FOR HONGKONG.

1754 Orissa (s), Tomlin—P. & O. Company.

KURRACHEE TO HONGKONG.

891 Gunga (s), Child—Hajee Zynell Abadin.

NOT FIXED.

1348 China (s), Babot—P. & O. Co.

COUNTRY TRADERS.

345 Abdool, R. Hydros.
539 Annie, Baker—Wallace & Co.
560 Annie Henderson, Henderson.
580 Futtel Mamn, Nacoda—Dunras Versondas.
360 Futtel Manon, Nacoda—Saik M. Latiff.
363 Faize Allum, Keen—Abdool Knaluk.
535 Kate Swafton, Nacoda—Shaik B. Allum.
156 Kooda Bux—Peermamed Martha.
182 Letchmy Persad, Nacoda.
354 Migrator, Hopper.
982 Nada (s), Winckler.
820 Omar Pasha, Da Costa.
190 T. M. Rohomany, Nacoda—H. Rahimtoola B.

FOR HONGKONG.

938 St. Bernard, MacDermott—Ruttonjee Eduljee.

ROYAL NAVY AND BOMBAY MARINE.

Abyssinia, Leigh—(Harbour Defence.)
Dagmar, Ensor—Steam Tug.
Earl Canning—
Magdala, Jarvis—(Harbour Defence.)
Manora, Ensor—
May Frere.—Yacht.
Sir John Lawrence—
Teazer, Blomfield—R.N.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 8th April 1871.

	Open 1,258 Miles.	Rs.	a.	p.
Coaching		1,20,707	3	4
Merchandize		4,41,904	15	11
Electric Telegraph		1,128	12	0
Earth Trains		3,971	12	0
	Total Rs.	5,67,512	11	3
Corresponding week last year open 1,258 miles	Total Rs.	4,68,410	4	11
	Increase	99,102	9	4

DAILY IMPORTS.—14TH APRIL.

FROM LIVERPOOL.

Hydrabad, 72 boxes bar soap, E Rascolaly.
City of Brussels, 7 barrels fire-clay, B Ambaidass.
Orchis (s), 110 cases matches, Blackwell & Co; 50 cases copper sheets, Wallace & Co.
Cartago Nova (s), 4 cases cochineal, Gaddum & Co.

FROM LONDON.

Singapore (s), 3 cases biscuits, H F Soares.
Sam Mendel, 7 cases claret, Payne & Co.
H A Brightman, 10 cases claret, Payne & Co.
City of Seringapatam, 100 casks beer, H Pestonjee Sons; 44 cases glassware, M P Writer.
Robinson Crosoe, 10 cases Overland post paper, D J Lisboa; 10 boxes twine, C Ketsey; 18 cases sherry, Byculla Club.
Cartago Nova (s), 82 cases oilmanstore, &c, Blackwell & Co; 12 cases cotton umbrellas, T F Punnett; 11 cases foolscap paper, C Khetsey; 3 cases cochineal, Richard Martin; 58 boxes candles, H Pestonjee Sons; 30 cases yellow metal sheets, B Narron; 7 cases cochineal, H M Camajee Sons; 46 cases oilmanstore, Bolton & Co; 9 cases billiard tables, Howard Brothers.

FROM BORDEAUX.

Europe, 16 cases brandy, E Rustomjee Mody; 50 boxes brandy, A Framjee Moos; 100 cases brandy, Merwanjee & Co; 300 boxes brandy, Planque, Vinay & Co.
Courier de Bombay, 25 cases claret, Howard Brothers.

DAILY EXPORTS—14TH APRIL.

FOR LIVERPOOL.

Calcutta, 12 bales cotton, Peel, Cassels & Co.
Rialto, 43 bales cotton, M Juggonath; 56 bales cotton, V Varia; 33 bales cotton, C Kessowjee.
Ophelia, 52 bales cotton, B Bhojee; 38 bales cotton, C Varsy 86 bales cotton, M Trecumdass; 45 bales cotton, H Lilladhur; 35 bales cotton, G Buldew; 81 bales cotton, B Moorarjee; 150 bales cotton, George Lockhart & Co.
Sam Mendel, 2 bales cotton, Owen and Okell.
Jeypore, 8 bales cotton, G F Pim & Co; 53 bales cotton, R Valljee
Challenge, 480 bales cotton, S Motecalil; 200 bales cotton, G Khutlow & Co; 71 bales cotton, David Sassoon & Co.
Robert Kerr, 509 bundles galls, B Curomsee.
Baron Macaulay, 700 bundles galls, R Morarjee; 185 bags linseed, N Heerjee.
Romania, 84 bales cotton, S Bhaya; 200 bales cotton, H D Freck & Co; 47 bales cotton, V Govindjee; 35 bales wool, A Premjee.
Gatineau, 100 bales wool, G Woodhunjee; 100 bales wool, R Lalljee; 200 bales cotton, L Hurichund.
Americana, 250 bales cotton, M Socrjee.
Orchis (s), 2,000 bundles coir rope, and 32 bags safflower, S S Narrelwalla; 200 bales cotton, Killick, Nixon & Co; 51 bales cotton, Finlay, Muir & Co; 49 bales cotton, N Manockjee; 50 bales wool, B Canjee.
Cartago Nova (s), 64 bales cotton, Gaddum & Co; 60 bales wool, G H Fazul & Co; 51 bales cotton, Macfee Campbell & Co; 89 bales cotton, J Peerbhoy; 30 bales cotton, The L A & A Company; 200 bales cotton, Mooljee.
Oberon, 2 bales cotton, Framjee Sands & Co; 200 bales cotton, Behrend Brothers.
Antrim, 100 bales gunny bags, Farnham & Co; 210 bales cotton, Peel, Cassels, & Co.
Thunderbolt, 13 bales cotton, G F Pim & Co; 1 bale cotton, Framjee Sands & Co; 390 bales cotton, Peel, Cassels, & Co.

FOR LONDON.

The Tweed, 11 bundles hides, 18 bundles palasflower, and 9 bundles orchilla weed, H Khan; 51 cases lack, R Souroujmull; 6 bales hides, L Rujuballee.
Surat (s), 25 bundles E teeth, S Durvesh; 10 bundles E teeth, C Alloobhoy; 63 bales silk, M Mooljee.
Deccan (s), 1 package tortoise shells, E Hason; 10 cases ginger, B I S N Company.

FOR TRIESTE.

Deccan (s), 7 0 bales cotton, H Bomanjee Touche & Co; 50 bales cotton, G Sigg & Co.
Surat (s), 15 bales cotton, G Sigg & Co.

FOR VENICE.

Deccan (s), 202 bales cotton, H Bomanjee Touche & Co; 402 bags coffee, B I S N Company.

FOR GENOA.

Deccan (s), 200 bales cotton, Gaddum & Co.

FOR NAPLES.

Deccan (s), 150 bags cotton, A C Gumpert.

FOR MARSEILLES.

Deccan (s), 35 bales wool, Planque, Vinay & Co.

FOR BREMEN.

Princess Somawutty, 175 bales cotton, A Blascheck & Co.
Corinna (s), 150 bales cotton, M Moteechund.

FOR KONGKONG.

Constance, 117 casks shellarus, E Noordin & Co; 1,400 bundles rod iron, E Ramjee.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet.
United Kingdom	April 15	2 P.M.	3 P.M.
Kurrachee	,, 24	11 A.M.	
Persian Gulf viz. Kurrachee	,, 17	11 A.M.	
China	,, 27	9 A.M.	10 A.M.
Australia	May 10	9 A.M.	10 A.M.
Mauritius, Reunion, &c	April 22	2 P.M.	3 P.M.

OVERLAND MAILS.

The Overland Mails per P. and O. Co.'s Steam Packets leave Bombay every Saturday at 5-30 P.M.

The Mails are closed at the General Post Office at 2 P.M.

The after packet at 3 P.M.

After packet letters are not forwarded unless an eight anna stamp is affixed to the letter in addition to the postage.

Registered letters are received at the General Post Office until 1 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices is 1-30 P.M.

Late letters are received at the Pier Post Office till 4-30 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1871. The hour of the steamer's departure is 5-30 P.M.

Saturday	April	15	Wednesday	August	23
Do	do	22	Do	do	30
Do	do	29	Do	September	6
Do	May	6	Do	do	13
Do	do	13	Do	do	20
Do	do	20	Saturday	do	30
Do	do	27	Do	October	7
Wednesday	do	31	Do	do	14
Do	June	7	Do	do	21
Do	do	14	Do	do	28
Do	do	21	Do	November	4
Do	do	28	Do	do	11
Do	July	5	Do	do	18
Do	do	12	Do	do	25
Do	do	16	Do	December	2
Do	do	22	Do	do	9
Do	August	6	Do	do	16
Do	do	9	Do	do	23
Do	do	16	Do	do	30

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2, pie 8.

Each Book or Pattern Packet not exceeding one ounce—annas 2; not exceeding 2 ounces—annas 3, pie 4; not exceeding 4 ounces—annas 4, pie 8; every additional 4 ounces—annas 4, pie 8.

For places served through the United Kingdom.

Each Letter—8 pie per ½ ounce less than the published rate for a Letter sent via Marseilles.

Each Newspaper—8 pie per 4 ounces more than the published rate for a Newspaper sent via Marseilles.

Each packet of Books or Patterns—8 pie per 4 ounces more than the published rate for a packet sent via Marseilles.

The full prepayment of Correspondence forwarded via Brindisi is compulsory, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route, and conforming to its conditions, be forwarded via Southampton.

AUSTRALIAN MAILS LEAVE BOMBAY ON

	At Noon.		At Noon.
Wednesday	May 10	Wednesday	September 27
Do	June 7	Thursday	October 26
Do	July 5	Do	November 23
Do	August 2	Do	December 21
Do	do 30	Do	Jan. 1872 18

MAILS FOR KURRACHEE AND PERSIAN GULF.

The subjoined Table shows the dates of departure of the B. I. S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf during the year 1870:—

LEAVE BOMBAY FOR KURRACHEE

Monday	April	24	Saturday	August	26
Do	May	8	Do	September	9
Do	do	22	Monday	do	25
Saturday	June	3	Do	October	6
Do	do	17	Do	do	22
Do	July	5	Do	November	6
Do	do	11	Do	do	20
Do	do	29	Do	December	4
Do	August	12	Do	do	18

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE

Monday	April	17	Saturday	September	6
Do	May	1	Do	do	10
Do	do	15	Monday	October	9
Saturday	do	27	Do	do	31
Do	June	10	Do	do	31
Do	do	24	Do	November	13
Do	July	8	Do	do	27
Do	July	23	Do	December	11
Do	August	5	Do	do	25
Do	do	22			

Registered and Ordinary Letters, as well as Books and Sample Packets, and Parcels, can be posted up to 11 A.M. on the day of departure of Steamer, as above shown during fair season.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails on and after the 15th March 1871, and until further notice.

MAILS.	Latest hours for Posting. At General Post Office. Ordinary Letters & Papers.	At General Post Office. After Packet Letters.	At Branch Post Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egatpoora, Nassick, Munnar, Nandgaum, Chalisgaum; and those from Bhoosawul to Jubulpore and Bhoosawul to Nagpore	8-30 A.M.	9-30 A.M.	8 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway as far as Bhoosawul only	4 A.M.	...	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	9 A.M.	10 A.M.	8 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	12 NOON.	1 P.M.	11-30 A.M.
For ditto on the B. B. and C. I. Railway, as far as Surat	4 A.M.	5 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway, from Surat to Ahmedabad, and for Cutch, Kurrachee, Sind, Kattiawar, and Kutch	5 P.M.	6 P.M.	4 P.M.
For ditto in Southern Concan, viz., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	...	5 P.M. of previous day.

Registered letters and bunghy parcels for despatch by all Mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

OTHER PRESIDENCIES.

BIRTHS.

FENTIMAN—April 5th, at the Cantonment Mission House, Bangalore, the wife of the Rev. A. Fentiman, of a daughter.

HARDEY—April 9th, at 21, Garden Reach, Mrs. J. D. F. Hardey, of a son.

LINDQUIST—April 10th, at 24, Park Street, Calcutta, the wife of W. H. Lindquist, Bengal Pilot Service, of a son.

MACNAMARA—March 26th, at Baroon, the wife of T. J. Macnamara, Esq., C. E., of a son.

MARRIAGES

ANDERSON—KILGOUR—April 10th, at St. John's Church, Calcutta, by the Rev. M. Lamert, B. A., Walter, second son of James Anderson, of the Manor House, Pembury, Kent, and Westbourne Park Terrace, London, to Frances Magdalene, eldest daughter of Peter Morton Kilgour, of Edinburgh and Calcutta.

FLANAGAN—BAKE—March 8th, at the London Mission Church, Coimbatore, by the Rev. Walter Joss, Charles Craig Flanagan, Esq., M A., of the Doveton College, Madras, to Annie, second daughter of J. Bake, Esq.

MUNRO—HERRING—April 4th, at the Cathedral, Calcutta, by the Rev. F. J. Stewart Dyer, M. A., T. R. Munro, son of the late Rev. Thomas Munro, of Kiltearn, Ross-shire, to Ellen Eliza, Youngest daughter of the late Mathew Herring, Esq., Cachar.

SPENCER—MACKENZIE—April 10th, at St. Mary's Church, Benares, by the Rev. W. Nicholls, M. A., Thomas, Edward Spencer, "The Buffs," to Louisa Ellen, daughter of the late Lieutenant-Colonel Murray Mackenzie, Bengal Horse Artillery.

DEATHS.

DURAND—April 9th, at Barrackpore, Margaret Ellen, the infant daughter of Captain Charles J. Durand.

LOSACK—April 8th, at Hazareebagh, Charles Reginald, the infant son of Captain Losack, Forest Department, aged 9 months.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department" *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

SATURDAY, APRIL 15, 1871.

As very serious doubts have been from time to time entertained and expressed about the efficiency of the Calcutta drainage scheme as a sanitary work, and as no worthy champion has yet been found to clear these doubts away, the Justices have become naturally anxious about the project, and this anxiety can scarcely have been diminished by Mr. Hogg's recent demand for a loan of an additional half million sterling to complete the works; 47 lakhs having been previously spent on a portion of the drainage. This financial pressure might, however, have been borne with some equanimity but for the misgivings of various sanitary experts, to which we have just alluded. Last but not least amongst those who stand opposed to Mr. Clark's drainage scheme comes the Sanitary Commissioner for Bengal.

With the demand for a loan of half a million sterling to complete the drainage of Calcutta, we may suppose that Mr. Clark, the Municipal Engineer, and the author of the sewerage scheme, would be desirous of placing before the public the advantages which the project was intended to secure; and with this laudable object in view he availed himself of the opportunity extended by the Bengal Social Science Association to deliver a lecture on the drainage before the society. In this lecture Mr. Clark occupies the two-fold position of engineer and hygienist, describing the works with some minuteness and pointing out the sanitary advantages that will follow upon them; everything connected with the drainage scheme being pronounced satisfactory.

The Sanitary Commissioner for Bengal has also appeared before the

PASSENGERS BY THE HOMEWARD MAIL.

THE P. & O. Co.'s s.s. Surat, Captain E. J. Baker, will sail to-day for Aden and Suez with the English mail, and the following passengers :—

For Brindisi.

Capt and Mrs Grose
Mr Watson
Dr Murray
Mr Collier
General, Mrs and Miss Beadle
Mr and Mrs T H Cowie
Mr S Howell
Mr Robert B Elwin
Mrs R M Thomas, child and ayah
Mrs F Thomas and child
Lieut-Colonel Davidson
Mr H J Longie
Mr and Mrs S McCulloch
Mr Elliott
Mr B Stewart Reid
Capt W G Waterfield
Mr Meiffre
Mr and Mrs Chatelain and 2 infants
Mrs and Miss Green
Capt John Watts, R E
Mr C E Maclean
Mr R C Antrobus
Mr Schwendler
Capt Pybus
Mr E H Warwick
Mr Haslem
Miss Mary Garratt
Capt H Cathcart
Mr Chevalier
Mr and Mrs Sandilands, child and European female servant
Mr and Miss Brown and native servant
Mr J Sheriff
Major E Hoyfair
Signor Inzoli

For Southampton.

Mr E Coleman
Mr Hobbs
Miss Reid
Mr K Du Gue
Veterinary Surgeon Nastor
Mr and Mrs Ernest Montagu
Mrs Leigh-Lye, 3 children and European female servant
Mrs Bowley and child
Mr C R Crommelin
Mr and Mrs Carr
Miss Carr
Mr Johnstone
Mrs Elliott and 4 children
Mr and Mrs Capper, 2 children and European servant
Mrs J H Master
Mr and Mrs Chapman, 5 children, European female servant and ayah
Mr Trechel and 2 children
Mr Saunders
Dr Anderson
Mr Thos Kidd
Mr George Alexander
Major and Mrs Hunt
Mrs Jerome and infant
Mr R Birbeck
Mr Gilmore
Miss Cahill
Lieut-Colonel and Mrs Aitkens, 2 children and European female servant
Mr and Mrs Mecausley, 4 children and ayah
Mr and Mrs Paddy, 3 children and European female servant
Mr Randall
Mrs Dew, 2 children and ayah
Capt and Mrs Stewart, and child
Mrs Dunn
Mr Carter
Mr Moscrop
Mr and Mrs Lockhardt and 2 children
Mrs W Potts, 6 children and European female servant
Mrs Pink and 4 children
Lieut Harman
Mr Greaves
Mr Barlow
Mr Ezekiels' child and ayah
Capt Campbell
Lieut and Mrs Whidbourne

For Gibraltar.

Mrs Randall and child.

For Suez.

Mr A M Clark
Mr Marriott
Mr Reinhold
Dr Fuchs
The Hon'ble Mr Van du Bosche
Mr Paul Veynin

For Aden.

Mr Bhicoojee Cowasjee.

BOMBAY.

FALL OF A HOUSE.—A house belonging to a Hindoo fell in the Thakurdwar lane on Thursday night, but fortunately nobody was hurt.

THEFT.—Yesterday Mr. Nana Morojee sentenced one Jao Francis to six months' rigorous imprisonment for stealing several articles.

ACCIDENT.—On Thursday one John Murray fell from the balcony of a house in Hanuman Lane. He was much hurt and was removed to the Jamsetjee Hospital.

POOR BOX.—We are requested by the Acting Chief Magistrate to acknowledge with thanks the sum of Rs. 10 from "J. W.," contributed to the Fort Police Court poor-box.

ATTEMPT TO COMMIT SUICIDE.—A Hindoo named Sadya Nuthoo jumped into a well in the neighbourhood of the Town Hall on Thursday evening for the purpose of committing suicide, but a bheestie who happened to be near the well at the time immediately jumped into it and took out the man alive. He was soon conveyed to the Jamsetjee Hospital.

THE ZOROASTRIAN THEATRICAL COMPANY performed on Wednesday night the comedy of Khodabux for families at the Grant Road Theatre. The house was quite full, and the amateurs seemed to be in unusually good spirits. They repeat the performance to-night for the last time. Parsee youths, well trained in gymnastics, will also go through some exercises.

ACTION ON A REDRAFT.—At the Small Cause Court yesterday, before Judge O'Leary, Messrs. John Beattie, James Beattie, and James Greenwood, by their attorney, Peeroshaw Pestonjee, sued Sewjee Ludha to recover Rs. 1,000, being the amount of a redraft. The defendant admitted the debt, and a verdict was given for plaintiffs for Rs. 1,000 and costs, in full discharge of all demands in respect of the cause of action, payable immediately.

MAJOR MALLABY, Staff Corps, arrived yesterday in Poona from Sattara on duty.—*Deccan Herald*, April 14.

STAFF ASSISTANT SURGEONS WAGHORN AND OUGHSON are posted to the Mhow Division for general duty.—*Ibid.*

CAPTAIN KARSLAKE, H. M.'s 83rd Regiment, has been appointed to officiate as Brigade Major at Deesa.—*Ibid.*

THE opening of the Bombay Railway last year to Juboulpore, and the introduction therein of the system of sorting mails in transit having added largely to the work of the inspector of the North-East extension of the Great Indian Peninsula Railway, the Government of India has sanctioned the appointment of an additional inspector to supervise the railway sorting on the aforesaid line, on a salary of Rs. 250 per mensem, as suggested by the Director General of the Post Office.—*Indian Daily News*, April 12.

THE MOHURRUM IN BOMBAY.

WE are informed on the best authority that the statements made by the Bombay correspondent of the *Delhi Gazette* and quoted by us yesterday, with reference to an application said to have been made by H. H. Aga Khan to H. E. the Governor for permission to allow the Moguls to carry taboots beyond their private grounds on the occasion of the Mohurrum—a permission said to have been at first given and afterwards withdrawn—are perfectly unfounded. The fact that the Moguls do not carry taboots in their observances of the Mohurrum is of itself sufficient disproof of the correspondent's story.

SHIPPING.

THE SHIP NORWOOD, 785 tons, Captain W. Turner, will sail to-day for Falmouth with a cargo of 4,450 bales of cotton.

THE SHIP TETHYS, 1,219 tons, Captain J. G. Evans, will sail to-day for Liverpool with a cargo of 5,835½ bales of cotton, 309 bales of wool, 3,124 cwts. of hemp, 75 cwts. of coffee, 1,122 cwts. of sursee-seed, 567½ cwts. of linseed, and 370½ cwts. of horns.

RELIGIOUS SERVICES.

First Sunday after Easter, 16th April.

ST. THOMAS' CATHEDRAL.

7-30 A.M.—1st Celebration of Holy Communion.
11 A.M.—2nd Celebration of Holy Communion. Hymn 345, and Morning Prayer with Sermon.
5 P.M.—Catechising.
5-30 P.M.—Litany.
6 P.M.—Evening Prayer and Sermon. Hymns 210, 113 and 168.

ST JOHN'S CHURCH, COLABA.

7 A.M.—Holy Communion (Celebration.)
11 A.M.—Litany, Holy Communion and Sermon. Hymns 109, Part 3, and 20.
6 P.M.—Evening Prayer and Sermon. Hymns 157, 231, and 297.
The Offertories to be devoted to the Diocesan Board of Education.

HOLY TRINITY CHURCH, SONAPORE.

7-30 A.M.—Choral Celebration of Holy Communion. Hymns 112 (Christ the Lord is risen again) and 205 (Bread of Heaven).
6 P.M.—Evensong and Sermon. Hymns 114 (The Strife is o'er), 106 (Ye choirs of New Jerusalem), and 142, part 3, (Jerusalem the golden.)
Collections at each service for church expenses and the poor.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.
[CHURCH OF SCOTLAND.]
11 A.M.—Morning service.
6 P.M.—Evening service.
Service every Wednesday evening at 7 o'clock.

THE HARBOUR.

The Archdeacon of Bombay will hold Divine Service at 11 A.M. on board the Semiramis.

BOMBAY BAPTIST MISSION.

7-30 A.M.—At 15, Middle Colaba.
6 P.M.—At 5, Clare Road, Byculla.

STEAMER REPORTS.

GALLE, 14th April, 12-15 P.M.—French mail steamer from Calcutta signalled.

TELEGRAPH LINE REPORTS.

KURRACHEE, 14th April, 8 P.M.—Latest dates from United Kingdom, via Russia, 13th April, 9-30 P.M. From Continent of Europe, via Russia, 13th April, 7-10 P.M. ; via Turkey, 13th April, 5-20 P.M. Cable right to Fao ; Turkish line interrupted beyond Bagdad; Persian line right to London.

THE PHILHARMONIC CONCERT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The audience last night will, I am sure, join with me in thanking the good Samaritan whose happy thought and private purse provided the hand punkahs, that proved so great a blessing.—Yours, &c.,

April 13. "WOODS."

THE BYCULLA SCHOOLS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—A perusal of the last annual report of the Bombay Education Society in your impression of the 3rd instant, has led me to the determination of subscribing to the Byculla Schools ; for, I imagine, no *quondam* inmate of the "Boys' School" can resist the appeal contained in the report. Many obtained not only their education, but also their start in life through the Society. All this was certainly paid for ; but, if for nothing else, yet for the sake of the pleasant recollections of some of our earlier years, let us, Byculla schoolmen, do what we can to promote the cause of education in

April 1871. BOMBAY.

NASSICK.

12TH APRIL.

IT will be a satisfaction to you to know that the Mahomedan festival of the Mohurrum, so much dreaded for strife and tumult all over India, but particularly in this part of the country, passed off quietly here. The procession of taboots on the 31st March was kept up till 3 A.M. of the 1st April. On that very day the procession was resumed, and as it was also a Hindoo festival (Ramnowmee) the Hindoos, too, on their part, did not fail to have a procession. Two huge cars (ruths) with gods were taken out of the temple to be purified by the waters of the Godavery. Hundreds were engaged in dragging these cars, and there was a crowd on the banks of the river of, at least, 50,000 persons to witness the taboots and the "ruth" ceremonies. It is gratifying to note that the police arrangements were so perfect that not a single offence was committed. For two or three days and nights Major Stanley Scott and his district inspector, Mr. Henry Prescott, with the chief constable, Ameer Ali, were on the alert. The thanks of the community are due to the District Superintendent of Police for his exertions. It would be well in future, if possible, not to allow the Hindoo and Mahomedan processions to be carried out on the same day.

SERIOUS FIRE AT RAMNUGGUR.

WE learn that a serious conflagration broke out at Ramnuggur, in the Dhurumpore State, on Thursday the 6th instant, by which property to the value of about a lakh of rupees was destroyed. The Rajah of Dhurumpore, who was at the place at the time with his tutor, Mr. Jamsetjee Nowrojee Unwalla, and attendants, exerted himself in a creditable manner in connection with the arrangements for putting out the fire.

A CURIOUS CASE OF CHEATING.

KOONDUNCHUND ROOPCHUND, a Jain priest, and a doctor (Vydia) by profession, appeared on Thursday before Mr. M. G. Ranade, acting third magistrate of Police, and laid an information against Lalla *alias* Buldeo and Hajee Dada, who were charged with cheating, in respect of a currency note for Rs. 500. Mr. Hurryshunker Balkrishna, pleader, appeared for the informant.

Koondunchund Roopchund said—I am a Jutti, Jain priest, and a doctor (Vydia) by profession, and live at Thakurdwar Road. I came to Bombay about four months ago to earn my livelihood. Since my arrival, I know one Lalla, otherwise called Buldeo, and one Hajee Dada, who were both in the habit of visiting me and applying for medicine. On the 5th inst., I brought a currency note (No. 55-665) for Rs. 500 from the shop of Bijachund Jasurmaria, at Marwaree Bazaar, for the purpose of remitting the same, by way of hoondee, to my brother at Palee, in Jodhpoor zilla. On the 6th inst., about 11 o'clock in the forenoon, I went with this currency note to the shop of Kalajee Savutram, also at Marwaree Bazaar, for the purpose of getting a hoondee, payable to my brother Poonumchund, at Palee, drawn for that amount ; and on my applying to the said Kalajee, he desired me to call on him in the evening, saying that he had to go to the Fort, and that the cashier was not then present to receive the currency note. Thereupon I came down with the note, and was going home along the road, when the above said Lalla met me near the place where the opium "Sutta" brokers assemble, and asked me as to what had brought me there, and whither I was going to. I said I had been to the shop of Kalajee Savutram for the purpose of getting a hoondee drawn for Rs. 500 as aforesaid. I also said I was returning home with the currency note, as the hoondee for the same had not been drawn. He then told me that he had been requested by Hajee Dada to take me to his (Hajee's) residence, in order to feel the pulse of his wife. I thereupon went with Lalla to the house of Hajee Dada, where, on our arrival, a woman was brought before me, and I was asked to feel her pulse. I did so, and made the necessary enquiries regarding the state of her health. Hajee Dada then gave me five rupees for my attendance and medicines, which I said I would send over with Lalla after going home. After some conversation between Lalla and Hajee, the former remarked to the latter that he was fortunate in finding me on my return home from the shop of Kalajee Shroff, where, he added, I had gone with a currency note for Rs. 500 to get a hoondee forwarded for that amount to my brother at Palee, and that it had not been drawn that day on account of the absence of the cashier from the shop. After some further talk, Hajee asked me to show him the currency note for Rs. 500, which I had then by me, in order to compare it, as he said, with one he had received from a debtor of his about an hour previously. At first I hesitated to show him the note I had by me, but upon his representing that the note would be looked at then and there in my presence and returned to me at once, I handed over the note to Hajee. Immediately he went with it to a chest-of-drawers in the same room and brought certain articles therefrom, and also an earthen grate with fire therein. He then rolled up my note in a piece of paper, and gave that roll to Lalla, with instructions to heat it over the fire. Lalla did so accordingly, and gave the roll back to Hajee. The latter took a thick paper, and placed upon it a currency note like the one I had given him. Over the note he placed a piece of glass, and over the glass a piece of blank paper. Upon this paper he threw a quantity of a white-colored liquid from a vial, which he had brought from the chest ; and placed upon the paper, so saturated, another piece of glass, and over the second glass another thick paper. He then tied the whole bundle together by means of small pieces of wood and iron rods, and gave it to Lalla, who threw into the fire a quantity of what appeared to be blue vitriol, and held the bundle over the grate, and having turned it on different sides over the fire for a few minutes, gave it back to Hajee. The latter untied the bundle and pointed out to Lalla that the blank paper and the note which had been tied in the bundle were reduced to pieces in consequence of their being overheated, an occurrence for which Hajee then reprimanded Lalla, and expressed his regret. Now all this, from the beginning to the end, as above described took about a quarter of an hour, during which time I repeatedly remonstrated with Hajee and Lalla not to deal with my note in the way they were going to do, but all the while they managed to make me believe that they were going to do nothing wrong to my note, but that that was the way of examining notes, and accordingly they were examining Hajee's as to its genuineness. I then demanded my note back of Hajee, who told me that the same was destroyed by negligence and promised to pay me Rs. 500. He put me off from day to day with several excuses, and has not yet paid me. From inquiries made by me now it appears that the aforesaid Hajee Dada and Lalla, otherwise called Baldeo, do not bear a good character, and that they earn their livelihood by dishonest means. I have reason to believe that the currency note I gave to Hajee Dada was not burnt, but that it was dexterously concealed from my view, and another note inserted in the bundle as mentioned above. Under those circumstances I charge the said Hajee Dada and the said Lalla *alias* Baldeo with cheating, and pray that warrants be issued for their apprehension and for the seizure of my currency note and the materials mentioned above, and that the said two persons be dealt with according to law.

The magistrate granted warrants as applied for.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—14TH APRIL, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 13th April, 5-48 P.M., Greenwich time. Time in transit, 9 hours 14 minutes.

Via Red Sea, 14th April, 12-50 P.M., Greenwich time. Time in transit, 2 hours 30 minutes.

Latest dates from Continent of Europe.

Via Russia, 13th April, 7-10 P.M., Greenwich time Time in transit, 7 hours 20 minutes.

Via Turkey, 13th April, 11-30 A.M., Greenwich time. Time in transit, 17 hours 51 minutes.

Via Red Sea, 13th April, 9-30 P.M., Greenwich time. Time in transit, 11 hours 25 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 13th to 9 P.M. of the 14th April is as follows :—

To Bombay.	Max.	Min.
From Kurrachee	0 48	0 1
,, Calcutta	5 34	0 43
,, Madras	2 31	0 11

CALCUTTA OPINION ON THE FEAST TAX.

(*Englishman*, April 12.)

ONE of the Bombay journals lately published the draft of an Act, which we were inclined to look upon as the joke of some feeble wit, until we read the debate in Council, in the course of which Sir Seymour Fitzgerald referred to and defended it. We are still in doubt whether it is not intended by its authors rather as a piece of legislative satire on the extremity to which the Supreme Government has reduced the local administration by the Financial Resolution of the 14th December last, than as a sober and deliberate expression of the financial and political wisdom of Bombay.

The bill is one to impose a duty on feasts in the Bombay Presidency ; and it proposes to levy a tax of ten rupees for every hundred guests at all entertainments for eating or drinking, whether secular or religious, to which more than a hundred persons are invited.

The statement of objects and reasons throws but little light on the motive for introducing this novel form of taxation. It appears, however, to be expected that it will yield a large addition to the local revenue ; that it will fall only on the wealthy, and only at times when it will be little felt. Unless, however, the habits and customs of the Bombay Presidency are very different to those of any part of India with which we are acquainted, we have no hesitation in expressing a very decided opinion that these expectations will all be falsified by the event. So far from the tax falling only on the wealthy, it strikes us that the large majority of entertainments to which more than a hundred guests are invited are caste feasts, given by the middle and lower orders, at which the expenditure is on so small a scale that the proposed tax would on the average probably be one of not less than fifty per cent. on the cost of the entertainment. To those entertainments the tax would probably put an end, and the remnant of more sumptuous feasts would be comparatively small. In this case the measure would be, even in a financial sense, a failure.

This is, however, the least objection to which it is obnoxious. On both moral and social grounds we do not hesitate to pronounce the proposition to be as odious, as on economical grounds it is absurd. In the first place, the duty is a tax upon hospitality ; and as such its tendency must be to narrow the sphere of men's social sympathies. Cynics may argue that the motive which leads men to entertain their neighbours is generally a selfish one ; and that hospitality is therefore a form of self-indulgence which may be taxed as legitimately as any luxury. The same argument, however, strikes at the root of every virtue.

Then, again, the duty must in practice involve an intolerable amount of espionage and interference with the private concerns of citizens. Indeed, it is in itself an impertinence and an intrusion. If the tax is to be enforced, it will be essential that the police or some other representatives of the law should have the power of entering houses where feasts are going on, and counting the guests. We could imagine nothing more irritating, or more likely to provoke resistance.

It has been urged in defence of the measure that it is a sumptuary law ; but students of modern political economy will find in this fact one of the strongest arguments against it. We can hardly believe that it will ever receive legislative sanction ; but, if it should become law, all who care to evade it will, we imagine, find ready means of doing so.

(*Daily Examiner*, April 11.)

Whatever may have been the real object of the decentralization scheme, its practical working bids fair to be productive of early mischief. In this, the first year of decentralization, is every local Government already taking measures for the imposition of new direct and indirect taxation on its own account. . . .

The measure [feast tax] which His Excellency [the Governor of Bombay] treated thus lightly is, however, not unlikely to beget a warm opposition to his government. . . . . .

Lord Mayo, the other day, appealed to the future historian in defence of the Financial Minister ; but it seems to us that that distant literary personage will hardly have words of encomium to bestow on the fiscal courses of the Governments of India of the present time. We are both serious and politically reticent when we say that of those administrations, and of their resolution to swell the normal revenue by unpalatable taxes, the historian of the future will, it is not improbable, find himself constrained to write—

"About this time the Anglo-Indian administrations seemed to have all gone fiscally demented."

Sir Seymour Fitzgerald's tax on entertainments may yet cause him serious perturbation. We cannot bring ourselves to believe that the measure will receive the sanction of the Secretary of State in Council. One better calculated to place a ready incentive to mischief in the hands of designing, disaffected parties, could not, have been devised.

THE MILITARY FINANCE DEPARTMENTS.

IN the early part of November last it was reported that the Secretary of State had sanctioned the grading of the Military Finance Departments of the three Presidencies. The Duke had fought long and hard against the scheme, but the representations of the Government of India finally prevailed. It had been demonstrated beyond contradiction that a principle which was found to answer in the Civil Finance Department could not by any means fail if extended to the military branch of the same department. Moreover, it appeared desirable that all officers connected with the finances of the country should be placed upon a common footing. Though, owing to the delays that have necessarily attended the adjustment of details, the grading had not yet been published, it was supposed that from the date of the orders passed by the Duke of Argyll to movements would take place in the Military Finance Department, save under the conditions laid down. It has, therefore, caused some surprise in military circles that the *Gazette* of the 8th instant promotes several officers of the Madras Pay Department, resulting from a vacancy of a date subsequent to the receipt in India of the Secretary of State's despatch. By this it is argued that an injustice has been done to the departments of Bombay and Bengal.—*Englishman*, April 12.

CONTEMPT OF COURT.

(*Pioneer.*)

OUR readers may recollect a case in the Bombay presidency, which we noticed a short time back, in which the fine of one *pie*, inflicted by a Sessions Judge for contempt of Court during an Assize trial, was annulled on appeal by the High Court. We now publish below, by way of comparison, an extract from the latest English *Times*, illustrating the sharp and summary use made by English judges of their powers for keeping order and enforcing respect in their Assize Courts :—

"James Daly was convicted to-day at Mullingar Assizes of forming one of an armed party who, on a night in November last, fired on a party of police who were lying in wait. It was proved that the houses of several persons were visited during the same night, and that threats were used towards the inmates. The prisoner's father had been evicted some years ago. Daly was sentenced to seven years' penal servitude. A man in the Court exclaimed, 'By God, it's too much,' and was sentenced to six months' imprisonment for contempt of Court."

It is not too much to say that this sentence, though in Great Britain it attracts no comment, would have been upset with contumely, and probably with a severe reprimand, by our Western High Court. But in England, where public opinion is far more sensitive on the subject of arbitrary power than elsewhere in the world, people have thoroughly recognized the fact that before all things a judge must be master in his own Court. We hope that this necessity will be admitted and acted upon in the re-casting of the Criminal Procedure Code, which is now in committee before Council. But it is remarkable that, while Mr. Fitzjames Stephen in his latest speech on Procedure-revision hinted very plainly his opinion upon the need of strengthening the original Courts which try cases, yet it is one of the latest amendments made in the Procedure Code which has permitted appeal from sentences for contempts. No change has done more towards gradually weakening the very tribunals which are beginning to require support.

YOUNG BENGAL AND THE PICK-POCKET.

A RATHER amusing scene took place the other day at the Park Street Tannah (Calcutta.) A Hindu youth in company with a police chowkeedar and a pickpocket repaired to the police station, in breathless haste, and the following dialogue took place between the Inspector and Young Bengal :—Inspector—What is the matter, Baboo ? Young Bengal—Sir, I came to Calcutta from my country in search of nature, and this man theft me. Inspector—Where did you see him ? Young Bengal.—At the Museum, where I was admiring nature. Inspector—What did he do ? Young Bengal—I told you he theft me. Inspector—What did he steal ? Young Bengal—All the money I had in my pocket. Inspector—Did you see him pick your pocket ? Young Bengal—Yes sir, I put my hand in my pocket and felt my money and it was gone. Inspector—Why did you not arrest him at once ? Young Bengal—I did not see him. Inspector—Then how do you know he is the thief ? Young Bengal—He was the only person in the room with me. Pick-pocket (who understood English apparently) assured the inspector that there were others in the room. Young Bengal—Don't believe that man, sir, for every word of truth he tells a lie. Inspector—Very well, Baboo, I will take your charge down, and you will have to attend the Police Court to-morrow.

THE JARDIN DES PLANTES.

GREAT curiosity has often been expressed as to the motive which could induce the Prussians during the late bombardment of Paris to direct so many shells against the Jardin des Plantes. "From a report of the director, M. Chevreuil," says a French paper, "it appears that from thirteen to fourteen hundred projectiles fell on this establishment, and no one, to our knowledge, has been able to fathom the cause of this persistent fury. The reason is now known, and it is this :—The manager of the Jardin des Plantes received a letter from the governor at the beginning of the siege. Considerable quantities of powder had to be stored and magazines were scarce. The Jardin des Plantes seemed a favourable spot for such stores, and the thing was agreed upon. But the manager energetically refused to undertake the flattering but perilous charge proposed to him, and by dint of giving good reasons he succeeded in getting the consignment withdrawn. The end of this may be imagined. The Prussians, informed as they always were of all our plans, believed that the storing of powder in the Jardin des Plantes had taken place, and hoping to bring about a frightful explosion, directed their fire to that spot. Inde obuses [illegible] But the powder was happily away."

THE INDIAN LIFE ASSURANCE COMPANY.

(*Indian Public Opinion.*)

IN noticing in a recent issue the very favourable terms in which the Indian Life Assurance Company was prepared to take over Albert policies, we were not in possession of the prospectus of the company and so far were unacquainted with the particulars of the management. It is very satisfactory to find that the "Indian Life" has secured for the Western Branch the services of Mr. Duncan McL. Slater, associate of the Institute of Actuaries, so well known as the secretary for Western India of the Albert. Under his direction that branch of the Albert had been a most lucrative concern, and the unfortunate end of the company elicited a widespread and general sympathy for the Western secretary. Mr. Slater, we remember, was well known in Edinburgh in connection with the English and Scottish Law-Life Association, one of the best-conducted offices at home, and the fact of his being now connected with this new company is an additional guarantee of its security and *quasi* management. The scheme for taking over the full management of the tangled web the affairs of Albert policy-holders have got into, is, we now understand, the device of Mr. Slater. We have already expressed the opinion that it appears fair, equitable, and trustworthy, and there seems every prospect of the "Indian Life" becoming a successful institution, as well as a safe investment for assurants.

THE CARWAR HARBOUR WORKS.

APPENDED is a report from Captain J. M. Greig, R.E., Executive Engineer, Canara, addressed to the Superintending Engineer Southern Division, and dated Carwar, 20th December 1870 :—

With reference to your endorsement No. 3,535, of the 23rd November, on Government Resolution No. 684 C. W.—2,219, of the 17th November, I have the honour to inform you that the high rates seem to have been necessary at the time when the work was undertaken. I thought them too high, and have been anxious to separate from the contractor, who has been long engaged. This I have now been able to manage, by the purchase of all the material he had prepared.

2. By referring to the section of the wall, however, I think you will notice that the work must be expensive. The granite boulders are split into large, and rather regular blocks by Chinese masons, who cut a number of holes with the chisel in a line a few inches apart from each other, in which they insert wedges. They then drive the wedges home with heavy hammers, and thus split the stone. I merely refer to the manner of the work, with which you are doubtless acquainted, to remind you that it must be costly.

3. I now submit a sketch showing the present condition of the Carwar Harbour Works. The roadway along the shore, the iron pile pier, the iron bridge of two 40-feet spans, and 438 running feet of wharf wall, were, I understand, completed before 1868, at a cost of Rs. 6,84,496 ; since then 250 feet of wharf wall has been done, and the foundations of 157 feet more have been laid in, at a cost of Rs. 36,008 ; a large quantity of granite blocks have also been prepared and brought to the site.

4. I think that the Carwar Harbour Works may, after the completion of the 157 feet, and the filling behind it, so far as their original design is concerned, be stopped. A continuation of the wharf wall is not desirable, because the water would become shallow, and no result commensurate with the expense would be obtained.

5. Another reason for not continuing the work, except so far as completing the portion commenced, with the materials provided, is that sufficient accommodation will then have been provided for the trade of Carwar.

6. The pier will accommodate at a time 3 of the Carwar Company's large cargo boats, or 6, if they are placed, as in all busy ports, in a double tier. Each cargo boat will take on board 200 bales of cotton, and so 3 cargo boats would take 600 bales—about the present out-turn of the presses—and 6 cargo boats 1,200 bales. When the Carwar trade has become greater, then a large ship of about 1,000 tons, which stows 7,000 bales, could be filled in a week. The Carwar Company's presses turn out about 100 bales per press a day, and for the six presses usually at work,* the outturn will be 600 bales per diem. There is a single line of rails now from the press-house to the pier, which the Carwar Company can double when necessary, and there are two 5-ton cranes, and two 3-ton cranes, on the pier. At extreme spring tides there are 12½ feet at the head of the pier at high water, and 6 feet at low water, and the cargo boats do not ground. There is sufficient water for one of the coasting steamers of 408 tons to come alongside, and take in cargo at and near high water. In ordinary tides the depth of water will be 11 feet at high, and 7 feet at low water at head of pier. These details would seem to show that the accommodation afforded by this pier is likely to be sufficient for some time to come, as it provides for double the present work of the presses.

7. The wharf wall completed as I propose, will be 845 feet long ; the depth of water alongside varies from about 10 to 8 feet at high water, and from 3½ to 1½ feet at low water, spring tides. At ordinary tides the depths vary from 9 to 7 feet at high, and from 4½ to 2½ feet at low water. Eight large pattimars could be accommodated in one tier, and sixteen in two tiers, and taking each pattimar at 50 tons, this wharf will provide accommodation for 400 tons of cargo in one tier, or 800 tons in two tiers at a time. Certainly the boats will ground, but the bottom is soft mud ; and they ground at the ports of Surat, Broach, Gogo, Bhownuggur, and Dhollera, to my knowledge, and at Coompta they have to stop far away from any wharf.

8. I should wish to offer a few remarks on the future of the port, provided the trade increases.

In 1868, the last busy year (as per return A, enclosed), the whole trade to the ports of Coompta, Carwar, and Vingorla amounted to 450,241 doorus, equal, at 2½ doorus per bale, to 180,096 pressed bales. Of this total, the bales pressed at Carwar amounted to 27,040, the rest being exported to Bombay. The present pier is equal, as I have shown, to the transfer to the vessels of 1,200 bales per day ; and it would therefore follow if work could be arranged to proceed continuously, that the whole of the cotton expected at the ports of the Southern Mahratta country could be shipped from the existing iron pier at Carwar in 150 days, or about 5 months.

9. The trade, however, cannot be expected to go on continuously, but must depend on the state of the market, and the piers should be designed to meet a trade active at one time, and depressed at another. If the whole of the cotton now grown in the Southern Mahratta country was pressed at Carwar, and an increase be allowed for, I would offer the suggestion that two more piers like the present one should be erected, from each of which 1,200 bales per diem could be easily shipped. This would allow of a shipment of 3,600 bales per diem, would keep 36 presses in full work, and enable ships to be loaded at the rate of one in two days. To look at it in another light, three such piers would allow of the shipment of double the present supply of cotton, supposing the whole of it to come to Carwar, or 360,192 bales in 100 working days.

10. Such an arrangement would necessitate subsidiary arrangements on the part of the Press Company, which their agent would manage. My idea of them would be to work the tramways from the presses to the piers, with stationary engines, to provide steam barges to tug the cargo boats alongside the shipping, or some similar arrangements. I hardly think the cotton merchants are at present aware of the facilities, which, even at present, the port and presses of Carwar offer to them. The presses are first rate, and connected with a very convenient pier by a tramway. Cargo boats, under able management, are provided to carry the cotton to the ships, and the ships can lie at an anchorage, good, except for very large ships in the monsoon, at a distance of one thousand yards from the place of shipment. There is also a wide easy road leading from the heart of the cotton districts to Carwar.

11. The cost of two more piers like the present one would be at £7,476-12-10 per pier, £14,953-5-8, or about a lakh and a-half of rupees, and they could be run up in a few months.

12. Another scheme, which does not seem to me a likely one, is to convert Beitkul Cove into a dock. At the entrance to this cove there is 40 feet of semi-liquid mud, under 14 feet of water at low spring tides, and it would not probably be proposed with an extreme rise in the tides of only 6½ feet, to erect a dock wall and gates in this mud. The cost would be too enormous ; but, without some such protection, it would be difficult to keep the dock from silting up, or even with it the entrance to the dock. The harbour is full of deep mud of a semi-liquid nature, into which the boring rod sinks of its own weight, and this would move on, and quickly fill up any excavation made by dredging.

13. Another objection to the construction of a dock in Beitkul Cove seems to be that, at the edge of the wharf wall, there is only 9 feet of water, and 7 feet of mud over rock. If all the mud were dredged out, there would be but 16 feet of water—a useless depth for the purpose at the wharf. This seems an important consideration. It is evident, too, that the present wharf, from its construction, would have to be removed if Beitkul Cove were undertaken.

14. The scheme which seems to me really sound, and which I heard suggested by the Honourable Colonel Kennedy, R.E., is to construct a wharf, as shown on the chart at K., in deep water, and protected from the monsoon by a breakwater. The wharf will might, I think, be constructed, after the fashion of the present wharf, of large blocks of beton placed in position by divers, which would find their own foundation, and become cemented together by the shell fish. The wharf might be 1,000 yards in length, with a depth of 24 feet alongside at low spring tides, with a wall about 40½ feet high, and this would accommodate 20 ships of 1,000 tons each in a double tier. The railway might have a goods station in the reclaimed ground. Such a scheme would be very efficient, but its cost would be heavy—perhaps about a lakh per 100 running feet of wharf for the wall only (see sketch.) After all, perhaps, the cheap and useful wrought-iron screw piers may be considered to meet the circumstances of the case ; but in the monsoon, merchants should be warned not to employ ships of more than 800 tons registered tonnage, as, in the absence of the breakwater, the harbour is not very safe for larger ships.

15. The cost of completing the existing wharf wall as proposed (see estimate) will be Rs. 7,374, which may be taken from item 101 of the Budget, "Road from Dharwar Frontier *via* Arbyle Ghaut to Carwar." The account of the Carwar Harbour Works will then stands as follows :—

Estimated amount		Rs. 11,51,136
Booked expenditure up to date	Rs. 7,20,504	
Required to complete, as now proposed	,, 7,374	
		7,27,878
Balance of estimate ..		Rs. 4,23,258

A.

STATEMENT OF COTTON shipped from the ports of Coomptah, Carwar, and Vingorla, during the years 1867 and 1868—

Years.	Coomptah.	Carwar		Vingorla.
	Dokras.	Dokras.	Bales.	Dokras.
1867	217,846	7,310	7,115	58,836
1868	276,173	20,907	27,040	85,501

(Signed) R. B. STRANACK,
Cotton Inspector, Canara and Ratnagherry.
Coomptah, 22nd October 1869.

In forwarding the above to Government in the Public Works Department on the 20th January, Col. H. St. Clair Wilkins, R.E., Acting Superintending Engineer, Southern Division, wrote as follows :—

With reference to Government Resolution No. 684 C. W.—2219, dated 17th November 1870, I have the honour to submit letter No. 3,483, dated 20th December 1870, received from the Executive Engineer, Canara.

2. I have carefully examined the Carwar Harbour Works in company with Captain Greig, and have much pleasure in testifying to the excellence of the work which has been executed.

3. Captain Greig, as he states, has been enabled to separate himself from the contractor long engaged on the Carwar works, and with much advantage as to their cost.

4. I quite concur with Captain Greig that, beyond the completion of a short portion of wharf wall, estimated to cost Rs. 7,374, nothing further is required to be done to the Carwar Harbour Works. These works are, with the exception noted, complete in themselves, and provide ample accommodation for the trade of Carwar. In my opinion too much has already been done in this way to meet the insignificant trade of the port.

5. I have pointed out to the Executive Engineer that some protection is needed along the sea-wall. It is somewhat dangerous at night for persons proceeding along the road. Had I found the port a busy one, I should have directed Captain Greig to include a parapet wall in his estimate for completing the work. But, really, in the absence of all bustle of trade, with three out of the four cranes on the pier perpetually idle, and the whole place bearing the aspect of a deserted watering place, I hesitate to do more than point out that a railing of timber or iron, constructed in the next official year, will meet the necessities of the case.

RESOLUTION OF GOVERNMENT, DATED 15TH APRIL 1871.

Copies of these reports should be sent to the Secretary of State, and copies should also be laid on the Editors' table ; they are very interesting, and, as far as they go, satisfactory.

2. Government are of opinion that enough has been done, for the present, in respect to harbour works at Carwar, which should now be allowed to grow as need for increased accommodation manifests itself.

3. It is necessary, however, to complete the small piece of wharf walling which is still unfinished ; this may now be done, the anticipated expenditure being covered by a reappropriation of Rs. 7,000 from the allotment for the Arbyle Ghaut Road in the Provincial Budget for 1871-72.

4. Government are glad to record that credit appears to be due to Captain Greig for his exertions and management whilst Executive Engineer, Canara.

SPECULATIONS ON NATIONAL SENSITIVENESSES.

(*Spectator*, March 11.)

IT is very hard to discover either the limits or the final causes of national sensitivenesses, or rather of the sensitivenesses which men betray about their nationality. The old theory used to be that people belonging to nations without a history are the most sensitive, that the exceptionally thick skin of the Englishman when attacked on account of national peculiarities was due to the nearly unbroken character of English political prosperity. As a matter of fact, however, Scotchmen, with their proud history in the distant past and great prosperity in the immediate past, are exceptionally sensitive to attacks on their nationality ; and so are the Spaniards, who if they have fallen in the world, certainly do not know it ; while the French before their disasters, with their marvellous history, were morbidly sensitive to criticism even from themselves, denouncing the latter as unpatriotic. Nor do we find that nations who have made history and great history cease therefore to be sensitive. The Americans when they emerged from their great war were almost at the top of the world, drove out Napoleon from Mexico, and alarmed Great Britain, but still they could not get over the way the English papers had "belittled" them. They had become, one would think, almost case-hardened to newspapers, and had nothing to do but to point to their achievements as a sufficient answer to everybody ; but still they could not be comfortable till Englishmen acknowledged

POLITICAL PARTIES IN RUSSIA.

A CORRESPONDENT at St. Petersburg writes as follows, in correction of certain statements made some time since in the *Eastern Budget* :—

"The Czarewitch is not, and cannot be, a political leader. His opinions on foreign politics are not accurately known even to the persons who have the best opportunities for watching him closely. According to the best authenticated rumour he has been till about two months ago hostile to Germany, but has since his journey to Copenhagen turned into the opposite direction. He is said to have been cured of his hatred by the caricature of these same feelings which the Court and public of Copenhagen exhibited. I have been told on good authority that this statement has been made by the Czarewitch's aide-de-camp, who has accompanied him to Copenhagen. But I cannot vouch with absolute certainty for the correctness of the statement and of its source. Mr. Katkoff is described by the *Eastern Budget* as the leader (together with the Czarewitch) of the "old Russian" party. I do not know whether such a party exists. But Mr. Katkoff is certainly not its leader. He is the head of the Panslavists, who would unite all the nations and fragments of nations that speak or have spoken Slavonic languages and dialects, with the exception of the Polish nobility, into a great league against Germany. That league is to establish the superiority of the Slavonic over the Teutonic elements in Europe. These fanciful ideas have gained some ground among the Court society of St. Petersburg. But it is certainly a mistake to believe that the Emperor has become or is likely to become one of Mr. Katkoff's converts. The English public ought, I believe, to be on their guard against all statements concerning Russian life which would tend to make a war between Russia and Germany seem probable. There is certainly a large number of persons in Russia who wish for such a war; and they are, with infinite policy and art, led on by the cautious and insinuating Poles whose every hope is based on such a conflict. But they have no influence whatever on the Emperor. The Czarewitch, if he be hostile to Germany, is stimulated by the Grand Duchess, his wife, who is a sister of the Princess of Wales. But it is not likely that such personal feelings, should they exist, will have much weight when once the responsibilities of a monarch will have fallen on the present Czarewitch. This is, however, not probable soon to happen. The Emperor is a man of fifty-three, of unusual vigor and stateliness. Before he dies the opinions of Mr. Katkoff, which have already changed several times, may again change; or some new leader, more fanciful than even Herzen or Katkoff, may give some new direction to the vague hopes and aspirations of the Muscovites."—*Pall Mall Gazette*, Mar. 17.

THE PLACE OF GREEK IN UNIVERSITY CURRICULA.

(*Daily Telegraph*, March 17.)

IF any planetary matters can agitate the spirits of learned men in the other world, there is, we fear, a certain excitement to-day in the Elysian fields among departed scholars. The shade of "Sir John Cheke, who taught King Edward and our Oxford Greek," would be seen, we fear, in earnest confabulation with Porson and Poppo, Dindorf and Donaldson, over a most remarkable step which the University of Cambridge appears to be upon the point of taking. Nay, one might fancy a larger and more venerable concourse yet of the great dead gathering about those excited Elysians as the impending change was discussed. The master of all song would leave Achilles and Hector to discuss by themselves the recent siege of Paris. Thucydides would draw near along with Xenophon; and Herodotus would ask Marco Polo what the disquieting news could be. Anacreon would stop in the middle notes of joyous song, Euripides break off in his chat with Shakespeare, while Sappho looked away for a moment from the eyes of her fond and recovered Phaon, to wonder why such earnestness should be exhibited about any conceivable tidings from the troublous life beyond the Styx. It really is serious intelligence for all those who wrote and those who prize and read the language of Hellas to hear that Cambridge is preparing to declare that a knowledge of the stately Attic shall no longer be a *sine qua non* for the attainment of her degrees. The innovation which so nearly touches those dwellers in the meadows of Asphodel, and scholarship generally, has been brought about in the most direct and natural fashion. The Endowed Schools Commission, with Lord Lyttelton at its head, made a report which strongly favoured the proposal to establish schools of the first grade wherein the modern languages and natural science should be the chief subjects of study, to the exclusion of Greek. In these new "High Schools" the pupils will study till the age of 18 or 19—the time for entering the University. But while thus developing the novel system, a dilemma dawned upon the Commission; for either the new schools would lose character by being cut off from all connection with the seats of learning, or, if they flourished in spite of that privation, the universities must be disparaged and weakened by remaining aloof from so large a contingent of young and well-trained talent. Lord Lyttelton consequently addressed an appeal to the Vice-Chancellor of Cambridge, in which he pointed out the unforeseen difficulty; and he justly added, that it would be worse than useless to insist upon a mere "pass" knowledge of Greek, now that the paths of study are increasing so much in number and extent, while very many able judges doubt the claim of classics to be the many 'able judges doubt the claim of classics to be the first and finest *media* of intellectual education. The Senate of Cambridge, to whom this grave and weighty epistle was communicated, referred the question to a Syndicate, comprising the Vice-Chancellor himself, with seventeen of the most eminent fellows and tutors of the University. They were appointed in November of last year, and on Wednesday they gave in their report, which goes even farther than Lord Lyttelton's suggestion in emphatically recognising the importance of modern as compared with ancient *curricula*. The Syndicate couch their conclusion in the following notable words: "We are of opinion that it would not be for the advantage of the University to dissociate itself from so much of the ability of the country, and that it would be a grave misfortune to the persons so excluded to be deprived of the beneficial influences which residence and study in the University carry with them. Lord Lyttelton's remarks appear to the Syndicate to have an application not confined to this particular class of schools. Many professions may be named in which a knowledge of modern languages would be of the highest utility; and this consideration may fairly be set in the scale against the arguments in favour of requiring Greek in all cases, on the score of the superior mental training which is, perhaps, justly alleged to be given by the study of that language. We have, therefore, come to the conclusion that the University may with advantage accept a knowledge of French and German in place of Greek in the previous examination, provided the candidates are required to show a sufficient acquaintance with those languages."

These words are of historical importance. They are the Magna Charta of a new period of educational history; for we cannot suppose that the University will hesitate to act upon opinions so authoritatively recorded, and thus the expansion of academical instruction to the requirements of the time is a step well nigh achieved. Oxford must follow suit sooner or later—albeit more essentially the classical University—for she can afford as little as Cambridge to shut her gates against the valuable reinforcement of youthful genius which may come to her from those new schools. Regarding the great emancipation, therefore, as practically accomplished, we hail it for the sake of the Universities and of National Education. Not that we welcome the announcement as if it were a good thing to see the beautiful and rich language of Greece deposed from the place of honour which it has held as a medium of high culture through three centuries of European progress. The opulence and dignity of the tongue which Æschylus and Plato spoke remain fired quantities; "age cannot wither them nor custom stale their infinite variety." Nowhere so well as in the sweet and yet majestic speech of Greece can the human mind learn from humanity the farthest art of language, the most exquisite and harmonious union of expressive grace and intellectual strength. The earliest written verse remains among the finest of all time, as many a passage of Homer proves. Sophocles is passion carved in breathing woe's instead of marble; Sappho is love sighing in natural music; Theocritus, Bion, and Moschus, are all so full of perfect rural sounds and pastoral sweetness that been might get honey out of their lines; and the deepest thoughts of human souls are ready written down in Plato; while Aristotle taught scientific inquiry to mankind, and Demosthenes the magic of elaborated eloquence. For the best of all such things one may yet go back to the "glory that was Greece," just as architects measure the Parthenon to know what is perfection in construction, and just as sculptors study its broken friezes to find what is faultless in the human figure. Moreover, besides containing so much that is unsurpassable in the record of mortal acquisitions, the social and political life of Greece constitutes an indispensable link in the chain of historical events, and can only be well comprehended from native sources. As a linguistic conquest, the accurate knowledge of Greek is, beyond all doubt, a great and priceless exercise and gain to the young mind; besides conferring acquaintance with a tongue which stands among the generic speeches of earth, binding Aryan and European, ancient and modern, together. The principal manuscripts of the New Testament are written in the language of Greece—and our own tongue, like many others, is full of words framed from it. To weigh French or German against it, speech for speech, treasure for treasure, would be to recall that humorous scene in Aristophanes where one single line of Æschylus is laid in the scale against a whole play of his rival, and the balance instantly flies up. No! Greek is not deposed as a failing splendour; the best proof of that is found in Lord Lyttelton's name and the Syndicat-'s report. It is not possible to find modern Greek verses more lovely and fuller of true feeling for Homeric manner than Lord Lyttelton has published in conjunction with Mr. Gladstone's Latin and English translations; and, in removing the Hellenic barrier, these Cambridge Dons distinctly advert to "the superior mental training justly alleged to be given by Greek."

It is not, therefore, in the spirit of Cobden's well-known remark that this change should be welcomed. Thus energetic statesman said, in an access of sympathy for his own times, that he would rather read a London daily newspaper than Thucydides; and that it was ridiculous to know all about the Ilissus and Cephisus, which hardly held water enough for the Athenian washerwomen, while such rivers at Mississippi and Missouri were overlooked and boys were taught to find Corinth on the map, but not Chicago. Our satisfaction would be marred if we believed that Greek would pass away from among the essentials of a liberal education. The impending concession does not threaten any such decay of the noblest monuments of ancient thought. Borrowing a celebrated phrase, we may say that "there is only a Frenchman—and a German—the more," by the side of the matriculating scholar, who follows the old classical paths. He that has no taste or time to ascend the glorious heights of Hymettus and Olympus by the decidedly rugged crags of "verbs in *mi*" and the morasses of the "ecclitic *de*" can go round by the lowlands. He who thinks the Seine and the Rhine as well worth exploring as the Ilissus, and feels the charm of modern life more strongly than the influence of the past, may bring his living tongues in place of the dead ones, and be admitted among the scholars proper, as of their company. No one branch of genuine human study can be impaired in interest or in wholesome influence by duly encouraging other branches which help to develope the faculties of the whole community. On the contrary, to raise the standard of efficiency and intellectual life in science and in modern languages is virtually to create a sort of competitive examination, with a new incentive to activity in the student whose genius leads him to draw forth the spirit of force and beauty ever living in the ancient tongue. The new rule is an excellent expansion, and presages the increase of international interests, and the advancement of most important and necessary branches of study. Let us not forget that Demosthenes talked in his mother tongue, and that Greek was as the French of Cicero; and it is time, also, to recollect, that while Shakespeare and Molière and the Nibelungen Lied have become classics, the very name *University* implies a place where "all learning" should be entertained and honoured.

THE "CAPTAIN," SIR SPENCER ROBINSON, AND ADMIRAL ROUS.

(*Daily Telegraph*, March 17.)

NOBODY can deny the infallibity of Admiral Rous in the great mysteries of handicapping; or, "if such there be, go mark him well," for he is guilty of heavy schism, and several other deadly sins. But when the Admiral, dating his experience from 1834, rushes into the Captain controversy we feel the same sensation—half amusement, half awe—as when some clever spirit-rapper manages to mystify us with oracular remarks from the ghost of Admiral Horatio Nelson. The question is still pending; it may come before the House of Commons this evening; and perhaps it might have been as well if the excessively gallant Admiral had awaited the issue of the debate. We suppose that such forbearance would have been too much to expect in these days of unsparing publicity and often premature discussion. When they glance down his letter, unpretending landsmen must be staggered, as if plunged head-foremost into a society of old salts. They meet all the familiar and tremendous technicalities—"carrying a heavy press to secure an offing under a reefed foresail, a close-reefed maintopsail and trysail," and so on. We have not the least idea of engaging in the controversy about the seamanship of the lost crew. Enough for us that the naval court-martial, composed of very eminent seamen, decided that the vessel was properly handled—a verdict disposing in advance of the insinuations hazarded by Admiral Rous. We say nothing as to the cruelty of such aspersions. If there were any foundation for the charge, it would be best that it should be sifted to the bottom; but, after hearing all possible evidence, the court-martial decided that on the fatal night the Captain did *not* carry too much sail, and that her foundering was due to the defect in her construction which caused a want of "proper stability." That settles the question for us. The courageous Admiral not only goes on to defame the seamanship of poor Captain Burgoyne and all his subordinates, but adds a general indictment: "The boiler has emasculated seamanship. No man can serve two masters; he will hold to the kettle and despise the canvas. You can no more rear a seaman in a steamer than on the Bridgwater Canal." What are we to say, then, of all the other vessels that on the same night rode out in perfect safety the squall that capsized the Captain? What of the reports of Admiral after Admiral as to the good conduct of officers and men in many an experimental cruise? Are we to agree that all were in a conspiracy to praise, or that Admiral Rous, with no sea experience during thirty-seven years, knows as much of the ironclad steamships which he never handled as he does of the mysteries of the Turf?

The points involved in the loss of the Captain—thus hastily dragged before the public and likely to be obtruded before the House at an early date—although they appear at first sight extremely technical, are in reality simple enough. Sir Spencer Robinson and Mr. Reed never approved of turret-ships with a low freeboard; that was the idea of Captain Coles. Pressed by public opinion, and willing to give the idea fair play, the Duke of Somerset authorised the construction of the Captain after the designs of Captain Coles, who superintended the building from first to last. That gallant officer's supervision, no doubts relieved the Controller and Constructor of the Navy from all initial responsibility for the ship. But in a private yard, they had no authority to alter the design; and if the Captain had been simply "unsatisfactory," if she had been a bad sailor, if she could not fight her guns in a heavy sea, if she had been simply "stiff," nobody could have been in haste to blame the officials of the Admiralty. They could have said, "She was no child of ours; we always told you that she would turn out badly;" but when Sir Spencer Robinson disclaims responsibility for "safety or danger" he raises another and more difficult question. At page 10 of his Minute he says—"If the Chief Constructor and myself had apprehended that immediate and tangible danger would be incurred through sending the Captain to sea, we should have felt ourselves under an irresistible moral obligation to point out with exactness our apprehensions; but we did not believe in any unavoidable or imminent peril. . . . . Neither did I nor Mr. Reed consider that the Captain was unsafe to be tried at sea if properly handled." Such is the professional opinion of Sir Spencer Robinson, and we simply compare it with the unanimous finding of the naval Court-martial held under the presidency of Sir James Hope, and composed of most able and distinguished officers. The Court-martial decided that the sail carried on board the ship was "insufficient to have endangered a ship endowed with a proper amount of stability," and they add—"It further appears in evidence that before the Captain was received from the contractors a grave departure from her original design had been committed, whereby her draught of water was increased about two feet, and her freeboard was diminished to a corresponding extent, and that her stability proved to be extremely small, combined with an area of sail in these circumstances excessive. The Court deeply regret that, if these facts were duly known and appreciated, they were not communicated to the officer in command of the ship, or that if otherwise—[that is, if not known]—the ship was allowed to be employed in the ordinary service of the fleet before they had been sufficiently ascertained by calculation and experiment." Here, then, were the facts before Mr. Childers when he wrote his Minute. It was obvious from the evidence that the Captain was "not endowed with proper stability;" it was obvious that evidence pointing that way had been submitted to the skilled officials of the Admiralty, yet they never advised any delay in sending her to sea with five hundred sailors on board, never advised additional experiments, and never warned her officers of any special danger.

Now what is Sir Spencer Robinson's defence? He first says that he suspected no danger, and then goes on to excuse himself for the non-execution of the proper preliminary test and experiment. 1. It was "not the duty" of the Controller's Department. 2. Messrs. Laird had "neither urged nor requested" their application for this experiment. 3. It "required a fine day and the cessation of all work for its success." 4 The "current work" in the office was "at the time excessive." 5. There was "no time when such a delicate and careful experiment could be conveniently made." It seems to us that these excuses kill one another. They are like the pleas in the old case of the man charged with breaking a hole in his neighbour's kettle lent to him for the day—that he had returned it quite sound; that there was a hole in it when he borrowed it; that he never had the kettle. But Sir Spencer as a further answer—he excuses himself for the particular neglect by putting in as a plea the general carelessness of his department. We are simply stating a fact. He says—"Hitherto there had always been sufficient confidence in the calculations of approximate positions of the centre of gravity, and other particulars . . . to render it unnecessary to detain ships when required to go to sea. The vessels are sent to sea, and upon convenient opportunity offering these details are ascertained. . . . In some instances they were not made until the ships had been at sea for many months." We should be thankful, therefore, that we have not had many Captains overturned instead of one. "The Captain," adds Sir Spencer, "was treated exactly as all other iron-clad ships have been treated in this respect." Exactly! We could not wish for a clearer condemnation of the Controller; and it is supplied by those his own words. Here was a vessel built in defiance of his opinions and distrust—a vessel for the shape and dimensions of which he was not responsible—a vessel to which he had some additional objections, even after her first trial—a vessel about which he had received an unfavourable report from those who had partially tested her; and yet he says that she was "treated exactly as all other ironclad ships." We need not now discuss the question whether the present system of sending ordinary ships to sea without actual experiment as to their stability is right or not; but, at all events, it was clearly not right as regards this novel ironclad, built after a new design by strange hands, in a private yard, and not under official superintendence. It is obvious that, even if "calculations" are sufficient for vessels turned out from our own Government dockyards, they cannot be sufficient for ships not so constructed: in their case actual tests were imperatively required, and ought to have been used. In the case of the Captain such tests were not made. In view of these plain facts, Mr. Childers wrote a very mild and gentle Minute, pointing out that the Controller "was responsible for the ship's fitness to go to sea;" regretting the delay in the actual experiment as to her stability; hinting that it "would have been better" if the Controller of the Navy had "called the attention" of the First Lord and the First Sea Lord to the preliminary and unfavourable report as to her stability; and finally suggesting that "great allowance" ought to be made for their anomalous position on account of the peculiar circumstances under which the Captain was built. That is the Minute which has excited the rancour of partisans and such an undue amount of official and ex-official discontent. Mr. Childers merely summed up that judicial view of the case which was the simple equation of the ascertained facts; but that a Cabinet Minister should have officially recorded the rude and naked truth is accounted intolerable.

ARTISTIC FEELING OF THE LOWER ANIMALS.

(*Spectator*, March 11.)*

MR. DARWIN, in the remarkable book which we notice elsewhere, has explained, or at least partly explained, to his own satisfaction, the striking beauty of the plumage of birds and the rich colours of certain other creatures even lower in the scale of intelligence than birds, on the principle that there has been among all these orders of creatures so great a preference for beauty of exterior, that the more beautiful have always found it easier to secure mates, and more eligible mates, than the less beautiful; in other words, that it has always been likely that the more beautiful birds, &c., would pair more easily, and rear a greater number of offspring than the less beautiful, and probably also not only a greater number, but a greater number of more healthy offspring,—the result being, of course, after the lapse of a vast number of generations, to accumulate beauties on the species. Mr. Darwin gives a most curious illustration, by analyzing the mode in which rudimentary and less finished probably grow into more elaborate and perfect beauties, in the case of the Argus pheasant, which is spotted with what is called a perfect "ball-and-socket ocellus,"—an "intensely black circular ring surrounding a space shaded so as exactly to resemble a ball." "The ring is always much thickened, with the edges ill-defined, towards the left-hand upper corner . . . . beneath this thickened part there is on the surface of the ball an oblique almost pure white mark, which slides off downward into a pale leaden hue, and this into yellowish and brownish tints which invariably become darker and darker towards the lower part of the ball. It is this shading which gives so admirably the effect of light shining on a convex surface." Mr. Darwin shows how this marvellous artistic effect is obtained from the confluence and prolongations of (relatively) very common spots—such as occur in the feathers next the body—by insensible gradations. "Almost every minute detail in the shape and colouring of the ball-and-socket ocelli can be shown to follow from gradual changes of the elliptic ornaments, and the development of the latter can be traced by equally small steps from the union of two almost simple spots, the lower one having some dull fulvous shading on the upper side." But to what cause are we to trace the development of these "almost simple spots, the lower one having some dark fulvous shading on the upper side" into "elliptic ornaments," and the development of the elliptic ornaments into perfect "ball-and-socket ocelli?" Mr. Darwin traces it without hesitation to the strong preference of the hen-pheasants for beauty of plumage. In other words, he supposes there was a time when all the cock-pheasants were feathered with common-spotted feathers;—and that then birds in which two adjoining spots had flowed together into something like one of the elliptic ornaments, would have been so much preferred by the hens to birds in which no such confluence of spots had taken place, that they would have the choice of all the belles of the pheasant society, and the effect would be that their descendants, who would inherit the tendency to a confluence of spots, would become a sort of aristocracy among the pheasants, and would command the best mates; and that this process would go on till the complete development of the common spots into elliptic ornaments, and of the elliptic ornaments into ball-and-socket ocelli on those feathers chiefly displayed by the Argus pheasant, had taken place.

This is a very ingenious and possibly true account of the method of the development,—a precisely analogous one is given, by the way, of the development of the vocal powers of singing birds,—for most convincing evidence seems to be attainable of the pride felt by birds in their rich plumage and their fine voices, and of the admiration these are apt to excite in the breasts of their mates. Mr. Darwin tells a curious story of the intense jealousy felt by a robin for all birds with any red in their plumage (but no others), and by a quiet, well-behaved bullfinch (which has a black head) for a reed-bunting which had also a black head, though to all his other comrades, except the one with a similar distinction to his own, he was perfectly good-humoured. The vexation evidently was primarily of the same nature which a young lady would feel at a ball, on seeing a splendid ball-dress, precisely the duplicate of her own, on another young lady, when she had persuaded herself that she was unique. There certainly seems no reason to doubt that birds are extremely susceptible to the effect of beauty of plumage and vice, and are jealous of the same attractions in their rivals. But admitting Mr. Darwin's hypothesis, only conceive what refined and finely-developed taste it implies in these birds, at once to prefer those variations of plumage and voice tending to perfect harmony of effect,—to what we call high art,—to variations of a different kind, which would, according to our standard of taste, tend to vulgarity of effect. If we notice the preferences of the least cultivated classes of civilized human beings in relation to colour,—say the ordinary preferences of English sailors or English maidservants,—we might safely assume that they would *not* be directed towards perfect harmony of colour and perfect grace of form, but rather to startling and blotchy effects in both colour and form. But the splendidly coloured snakes and birds of tropical forests, however grand their colours, are never what our taste would call vulgarly coloured, never coarsely patched with frightful patterns, such as you constantly see on gaudy gowns, showy wall-papers, and glaring carpets. Yet if the tastes of snakes and birds be not of a wonderfully delicate and cultivated character, how are we to accept Mr. Darwin's theory? Why were not the dark fulvous spots developed, through the agency of pheasant popular opinion, into hideous but showy whirligigs of yellow, such as a British cook would select for the pattern of her Sunday dress, instead of into the exquisite ball-and-socket pattern of the Argus pheasant? Why is the order of development always from less beautiful to more, instead of in the reverse direction towards gaudy vulgarity and detestable splendour?" The elongated and golden orange plumes which spring from beneath the wings of the Paradisea apoda," says Mr Darwin, "when vertically erected and made to vibrate, are described as forming a sort of halo, in the centre of which the head looks like a little emerald sun, with its rays formed by the two plumes. In another most beautiful species the head is bald and of a rich cobalt hue, crossed by several lines of black velvety feathers." Well, why did not development of the plumage most pleasing to these little creatures bring out instead something as ugly as the British matron's orange turban, surmounting a rich salmon-coloured silk dress? Mr. Darwin accounts most ingeniously for the wonderful development of rich plumage, if he only gave us any equally adequate account of the wonderful development of animal taste. How did the preferences of the various tribes of creatures happen to select harmonies so perfect, when the rudimentary tastes of partially civilized human beings seem to select ornament so hideous? Surely the problem remains as difficult as ever,—namely, to account for the sure selection of exquisite harmonies of form and colour, instead of the most atrocious discords. Put the mind of the average English barmaid into the hen pheasants, and instead of distinguishing by their preference the variations tending towards such ball-and-socket ocelli, they would have distinguished by their preference variations of the "fulvous" tinge tending in the direction of coarse carbuncling streaks of yellow, while the appearance of a few red bows in the neighbourhood would have caused a perfect enthusiasm. And instead of the elegant "ear-tufts" of certain humming-birds, such as Mr. Darwin describes, they would have influenced the development in the direction of heavy ear-drops adapted expressly to distort the shape of the ear. The exquisite harmony and graduation of the various bird-plumage would certainly never have been produced by the selective preferences of the lowest order of human beings. How, then, if Mr. Darwin's account of the cause of the development of beauty be admitted, are we to account for the sure artistic animal taste which determined its progress and direction?

We will offer a suggestion. Granting that Mr. Darwin is right in his explanation of the gradual growth and accumulation of beautiful colours and forms in the plumage of birds, through the preference for those birds, which are the more beautiful, and the relative neglect of those of which less so, it must be plainly conceded, we think, that some of the lowest animal orders possess a finer artistic sense than does uncultivated man even in an advanced stage of civilization. When we consider the frightful as well as barbaric ornamentation which Sir John Lubbock tells us that savage women are compelled to undergo,—as, for instance, great seams of scars all round their middle,—and compare it with the preference of hen pheasants for the "elliptic ornaments" and the "ball-and-socket" plumage, we must admit at once that the hen pheasants have a far finer sense of beauty than the Australian males. Now, we also know that in reference to quite other cases, the animal instincts are superseded in man by a general development of reason, which, for the special purposes of instinct, is, at first at all events, a vastly inferior instrument. No human reason would suffice to effect what the beaver, and the ant, and the bee effect by instinct alone. The bee's power of building perfectly hexagonal cells may, as Mr. Darwin has shown, be a developed instinct, since certain wild bees build cells of a much ruder kind; but no one supposes that even the hexagonal cells are built on strictly geometrical principles, by true bee engineers who have studied the trigonometry of the subject. And yet men who have, would be puzzled to build cells one hundredth part as perfect as the bees. Does not this seem to show that as reason begins to supersede instinct, we gain a far higher and wider power,—the power of laying the intellectual basis of our own rules,—at the expense of a great specific loss of practical skill? And may not something of the same kind be true of the sense of beauty? If Mr. Darwin is right as to the principle which stimulates the elaboration of beauty by the lower animals, does not the Creator give the lower order of animals an instinct of beauty ready-made, which we lose as we become competent to apprehend its laws, and which we only recover by mastering consciously those laws of harmony which the bird and even the fish apprehend instinctively? Yet if this be a true account of the matter, this instinctive selection of the beautiful leads to a theological inference a good way beyond that warranted by the selection of the useful. Of course, with regard to the natural selection of modifications useful to the creature which undergoes those modifications, it may be said that they are merely the *survivors* of thousands of modifications which are lost out of sight merely because they were injurious or indifferent. But with regard to the selection of the beautiful, this cannot be said. If there were any race of birds which really preferred pure ugliness,—there might and must be a natural selection of ugliness of which we suppose there is no trace. Hence, the instinctive taste for beauty in the bird, which is so much greater than that of half-educated human beings, and which is only painfully recovered through the laborious study of Nature by educated intelligences, must come from a fountain of infinite love of beauty, and cannot by any possibility be the mere result of a competitive struggle for existence among animals quite unconscious whither the issue of that struggle tends

* Annals of Oxford. By John Cordy Jeaffreson, B.A., Oxon, Author of "A Book About Doctors," "A Book About Lawyers," &c. In Two Vols. London: Hurst and Blackett. 1871.

ANNALS OF OXFORD.*

AT one time the title of a book was supposed to explain its real character, and give the reading public a fair idea of its contents, so that from the very name of a work the student might judge whether it related in any way to his studies, and the literary lounger whether its subject were likely to interest him. But of late attraction, not explanation, seems to be the object of the title-page. Novelists, with fair excuse, have set the fashion, which graver writers, with less reason and honesty, have begun to follow. It matters little what a novel is called; a trite proverb, or half a line of fanciful verse, is just as good and just as bad a title as the name of the heroine or of the hero's dwelling-place. But in the more serious departments of literature a deceptive title-page is an offence against public rights; it misleads the reader and wins a *prima facie* popularity on false pretences. The morality of authorship on this subject has been so relaxed of late that it would seem Puritanical to quarrel with a book which, after all, does contain more historical information than anything else, because it bears the title of annals. Yet we must enter a protest against this error, at the outset, as much in the interest of the author as of the public. The title-page is calculated to attract readers who seek for serious connected history, and to warn off those who look only for curious incidents and quiet amusement; to excite expectation of grave information and chronological order which will not be gratified, and to induce disappointment with the quantity of various anecdote and historical criticism, which is the real staple of the book. It is bad policy to bring the book before a court which will judge it by a wrong standard; to provoke its condemnation as an utterly defective history, instead of seeking acceptance for it as a light and amusing collection of anecdote and antiquarian curiosities. These volumes might be called "Anecdotes of Oxford," "Oxonian Varieties," or, if the author preferred a fantastic title, and had no scruple on the score of plagiary, "Bubbles from the Holy Well," or, in short, anything but the "Annals of Oxford." For whatever else they may be, annals they certainly are not. The author's style, which is at best trifling and fanciful, appears offensive and flippant until we have shaken off the notion that he aspires to the historian's dignity; his substance, which is not devoid of interest of its own, disappoints and wearies us as long as we continue to look for a connected narrative in the discursive and loosely ordered chapters. To do Mr. Jeaffreson the justice which he has not done himself, we begin by assuring our readers that his work is not of the nature of annals, or history, or even of serious antiquarian research, but rather a miscellany of curious fact and various speculation respecting the past life of the Western University. Old chronicles have furnished some of the materials, the quaint and petulant learning of one Anthony Wood, *alias* Antonius a Bosco, has provided a larger share; and the author avows his obligations to them, and to a libellous periodical styled "Terræ Filius," of the reign of the earlier Georges, with sufficient frankness. But the history of Oxford must be sought elsewhere.

One of the most interesting and curious facts brought out by Mr. Jeaffreson's investigations is the antiquity and tenacity of university traditions and undergraduate customs. Whether or not the schools of Oxford owe their first origin to King Alfred, we need not pause to consider. Tradition affirms that they do; and this tradition is dear to the old school of Oxonians, while it moves the fierce contempt of the sceptical philosophy in present fashion. Our author sides with the sceptics, and positively affirms himself to have ascertained the falsehood of the received belief; but though he devotes a good deal of space to ridicule and denial of the "Aluridian tradition," he absolutely declines to enlighten his readers as to the grounds of his conviction. He is equally severe, equally full, and somewhat more communicative in respect to the mediæval legend which ascribes to the university a population of 30,000 scholars at a time when England and Wales did not contain 3,000,000 of inhabitants, and justly quizzes the perverse ingenuity with which one unlucky writer has endeavoured to reconcile tradition with possibility by including among the scholars all who might be in any way connected with the university—out-members, cooks, gyps, bedmakers and washerwomen, tradesmen, servants, and even, it would seem, ladies of more equivocal position. However the fact may be as regards Alfred, there is no doubt that the university came into being in the days of the First Plantagenets, and that the first colleges were established before the House of Lancaster usurped the throne. Ere the Tudors had consolidated the monarchy, Oxford had become in great measure what it has remained ever since. One-half its colleges were already in existence, and the rule which confined the privileges of the university to the members of the colleges had been already enforced. A second batch of colleges, of which Christ Church was the first and principal, came into being in the stormy days of the great ecclesiastical conflict which ended in the triumph of the Reformation. Comparatively few are of later date than the accession of Elizabeth. But Mr. Jeaffreson takes a spiteful and heretical delight in proving or asserting that the actual buildings of the colleges are of later date, and that very few edifices now exist in Oxford that were in being during the Wars of the Roses.

Among the oldest of Oxford institutions are the famous town and gown rows; strange quarrels between a learned guild and a body of traders dependent on that guild for daily bread. Oxford would be nothing without the university; and yet from time immemorial the citizens of Oxford have been at feud with the authors of its importance and of their prosperity. In the days of the Tudors and Plantagenets the quarrels of town and gown were fought out with murderous weapons, and with all the animosity of feudal war; the university on more than one occasion mustered its whole force under its constituted authorities and gave battle for its existence and the lives of its scholars; the town more than once stormed a college, and pillaged half a dozen halls. The happily dying riots of the 5th of November are faint shadows of these sanguinary struggles, and of those which arose out of the determination of the university, supported by the collegians or "inmates," to expel the entire body of chamber deknys or lodger-students, out of the efforts of the friars to monopolise the control of Oxonian education, and the intrusive interference of the Pope in their behalf. The licence of the Oxford Saturnalia, the saucy comments of the undergraduates' gallery at Commemoration, are but the modern equivalent of the liberties allowed to or taken by the *Terræ filii* of old—the chartered buffoons of the University, whose office it was to turn into ridicule whatever seemed ludicrous or ambiguous in the Latin "exercises" which have now become the "speeches," and who, availing themselves of that opportunity, passed on to personal invective and sarcasm against unpopular Dons, till at last their suppression was effected in the name of public decency. The ceremonies now performed in the Sheldonian Theatre were formerly, or their prototypes, performed in St. Mary's Church, the most considerable and spacious of the few buildings possessed by the university, as distinguished from the colleges, before the great rebellion. After the Restoration the reaction against Puritan outrage induced among Cavaliers and Churchmen a reverence for sacred buildings with which such uses seemed inconsistent; and the then Archbishop of Canterbury commenced the building that bears his name. He expected, as Mr. Jeaffreson tells us, ample subscriptions for the purpose, but the Church was poor, the Cavaliers had not recovered from the ruinous fines, pillage, and confiscations of the Puritans, and the Primate had the honour and cost of completing his own work, which cost him £25,000. He is said to have been so much vexed that he would never look upon it.

Of the political history of the university Mr. Jeaffreson tell us little, and for an obvious reason. With that history, honourable and brilliant as it is, he has no sympathy. It is the history of a long course of unflinching and often ill-requited loyalty of consistent, intelligent, resolute Toryism; and Mr. Jeaffreson's heart is with Puritans and rebels, whigs, and revolutionists. Of the most memorable episode in the political story of Oxford, its steadfast opposition to the unconstitutional and anti-Protestant usurpations of James II., so well told by a writer who had as little sympathy with Oxonian politics as Mr. Jeaffreson himself, our author says very little. He speaks more fully of the services and sufferings of Oxford in the cause of the Royal Martyr. But he speaks with the temper of a Radical who has learnt all he can understand of King Charles and his adherents from the brilliant and malignant pages of Macaulay. Now Macaulay had at least the skill to slur over facts that were painfully inconsistent with his views. No one would gather from his pages that the Puritan martyrs, of whose sufferings we hear so much, were at least, in many cases, pilloried for libels on the Queen so foul and filthy that no gentleman even of this soft-hearted age would think fine and imprisonment commensurate to the offence; or that the five members were undoubtedly guilty of high treason, or that Sidney was, in all probability, yet more distinctly guilty; or that the only evidence for the atrocities ascribed to Dundee is that of a credulous Covenanting fanatic. But Mr. Jeaffreson, more frank or less adroit, betrays the fact which condemns himself. Can any thing be more ludicrous than to applaud a parliamentary general for seizing college plate in one page, and in the next to denounce Queen Henrietta for seizing that of a Parliamentarian? If there can, it must be to complain of the expulsion of Puritan fellows from an Oxford college, after the restoration, because they had been statutably "elected," while palliating the wholesale expulsion and plunder of the royalists by the victorious Parliament. Everyone who has read even Macaulay's history attentively knows that the Parliamentarians at the restoration did not suffer a tithe of what they had inflicted. They not only were not robbed of their own, as the royalists had been, but they were not compelled to disgorge the half of their ill-gotten gains from the confiscations of royalist property. And in the face of this fact Mr. Jeaffreson's complaint on behalf of the five "expulsed" fellows exhibits a laughable partiality.

Indeed, that partiality is carried so far as to impair, not only his political judgment, but his literary taste. Most of our readers will remember the famous epigrams produced by the contemporaneous mission of a present of books to Cambridge and a troop of horse to Oxford, in the reign of the first King of the House of Hanover. Oxford sarcastically observed—

> "Our gracious Monarch viewed with equal eye
> The wants of either University,
> Troops he to Oxford sent, well knowing why;
> That learned body wanted loyalty;
> But books to Cambridge sent, as well discerning
> That that right loyal body wanted learning."

Cambridge retorted—

> "Our King to Oxford sent a troop of horse
> For Tories own no argument but force;
> With equal care to Cambridge books are sent
> For Whigs allow no force but argument."

The retort was as good as the charge admitted. But he must be a very strong Whig or a very weak critic who will pronounce "that even Oxonian readers must admit that from this contest of raillery Oxford came off second best."

Notwithstanding, however, political sympathies and a leaning to the most anti-Oxonian views in history, criticism, and education, which disqualify him from appreciating Oxford as she deserves, or writing of her as a true Oxonian should, Mr. Jeaffreson contrives to tell us a good deal that is worth knowing about Oxford, and his book, no doubt, will be read, even if it be denounced, in every college in that venerable university.—*Standard*.

THE DESCENT OF MAN.

(*Daily News*, March 17.)

THERE are occasions when Society concerns itself with the investigations of the learned. There is a sudden revulsion of literary taste in the drawing-room and the smoking-room from the novel of the hour, and ladies and gentlemen then endeavour to establish a passing acquaintance with serious scientific subjects. We might refer to Professor Huxley's famous disquisition on protoplasm, or to Professor Tyndall's discoveries on the constituents of the motes of the sunbeam and the value of cotton-wool respirators. Somehow or other, people who never before appeared to take an interest in things more important than the cut of a coat, or the operatic jigging of Offenbach, began to bewilder themselves over controversies which they were quite incapable of understanding, and the consequence was that they arrived at the most extraordinary and original conceptions of the philosopher's ideas. Within the last few weeks Mr. Darwin's "Descent of Man" has begun to receive the compliment of a general club and household popularity. We do not suspect that every one who talks about the work reads it, but the book has been dipped into and over by pretty heads, hitherto only accustomed to the light confections of romance, while the reviews of the volume have imparted a notion of its scope, which is quite sufficient to supply ordinary talkers with a text for exchanging a good deal of ignorance. It is said that the Sunday promenade in the Zoological Gardens has been far more frequented since the publication of the "Descent of Man." We need not particularise the special cage which attracts the visitors. The habitation of our quadrumanal relatives, always a diverting colony, has now a profound interest for students of the Darwinian hypothesis. They have been told that the faces of many monkeys are ornamented with whiskers and moustaches. The supply of moustached monkeys in the Gardens is, we believe, limited; but there are other peculiarities of character displayed by the species which must cause an emotion of uneasiness in those gentlemen whose curiosity has been so recently excited by the history of their ancestors. We do not know whether the orang-outang who could not bear to have a book read to him still exists to prove that there are monkeys as well as men to whom literature is an offence, but a short time since there was a most accomplished smoker in the care of a keeper, a hairy cousin, who could colour a meerschaum as perfectly as the most devoted disciple of nicotine and pipe bowls in London. But smoking, a